

'Phone C. 22
FOR
**CLASSIFIED
ADVERTISING**

Twenty-five Words three insertions prepaid \$1. Every additional word four cents for three insertions.

All replies under this heading must be called for.

POSITION WANTED.

ENGLISH GIRL sailing with her family in Macedonia on March 1 would like to get in touch with lady who needs help on voyage with children.—Apply Telephone Kowloon 1399.

TO LET

TO LET—1 Large Room or Small with Full Board and washing. For Particulars apply 1, King's Terrace, 1st floor, Nathan Road, Kowloon.

FOR SALE

FOR SALE—Banjo. "Clifford Essex" G. Genuine Autographed Model. Unused. Original Nicholls painting on Volume. Cost \$125. Sell \$80 or offer, with Case and Tutor. Apply Box No. 637, c/o "China Mail."

HOME TUITION.

WESTOVER—STEVENAGE. Within an hour from London. In healthy neighbourhood. SCHOOL for GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:

MISS RUTH CULLEY
(Camb. Higher Local).
Camb. Teachers' Diploma).
MISS GERTRUDE TURNER
(National Froebel Higher Certificate.)

MISCELLANEOUS

YOUR VISITING CARDS neatly and promptly printed. "China Mail" Office, No. 3A, Wyndham St. Telephone Central 22.

ALEXANDER'S INSTITUT DE BEAUTE

For the best Permanent Finger & Marcel Waves, Hair, Cutting and Manicure for Ladies & Gentlemen.
Pedder Bldg. 1st floor. Room 5
Tel. C. 5169.
Opposite entrance H.K. Hotel.

PHOTO-SUPPLIES

Kodaks and Cameras.
Films, Plates and Papers, etc.
Developing, Printing and Enlarging.
**ZIESS and BUSCH
FIELD GLASSES**
Price Moderate.
A Trial Order is Solicited.

A. SEK & CO.

Tel. No. C. 3459.
26A, Des Vaux Road C,
Hong Kong.

FOR SALE

—1930—
POSTAGE STAMP CATALOGUES

Bright and Son, British Empire \$2.50
Stanley Gibbons, Ltd., British Empire \$3.50
Stanley, Gibbons, Ltd., Foreign Countries \$5.50
Stanley Gibbons, Ltd., The World \$3.50
Scott Stamp & Coin Co., do. \$4.50
Yvert and Tellier do. \$4.25
Whitfield King Co. do. \$4.00

GRACA & CO.

Dealers in Postage Stamps, Religious Goods, Garden Seeds, Pictorial Post Cards, Toys &c., &c.
No. 10, WYNDHAM STREET,
P.O. Box No. 620 HONG KONG.

REALISTIC

The realistic Method is altogether new—a new way of waving the hair—from the ends toward the scalp—a new wave—softer, smoother and more natural.
Arrange TO-DAY to have your Realistic Permanent Wave—be Reversed.
KAYOI BEAUTY PARLOUR
22, Wyndham Street.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions

THE Undersigned have received Instructions to sell by Public Auction

ON
FRIDAY, February 7, 1930,
commencing at 2.30 p.m.
at their Sales Room,
Duddell Street.

A Large Quantity of
**VALUABLE HOUSEHOLD
FURNITURE.**

Comprising:—
Teak Desks, Glass Cabinets,
Typewriters, Iron Safe, Glass
Cabinet, Tapestry Covered Arm-
chairs, Couches, Pianos, Gram-
phones and Records, Carpets,
Rugs, Electric Heaters (220 and
110 Volts), Porcelain Ware, Brass
Ornaments, Pictures, etc.

Teak Extension Dining Tables,
Teak and Cane Seat Chairs, Side-
boards, Dinner Waggon, Glass
Ware, Cooking Utensils, Teak
Round Tables, Ice Chests, etc.
Teak and Iron Bedsteads with
Mattresses, Single and Double
Wardrobes with Bevelled Mirrors,
Dressing Tables, Chests of Draw-
ers, Linen, Washstands, Toilet
Crockery, Chamber Stands, etc.

A Quantity of
NICE BLACKWOOD FURNITURE

Including:—
Cabinets, Chairs, Flower Stands,
Joss Table, Tea Poy, etc.

and
One Herring Hall Marvin Safe.
On View from Thursday, Febru-
ary 6, 1930.

Catalogues will be issued.
Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers

Hong Kong February 4, 1930.

**NEW SILK STORE
JUST OPENED.**

MAKE YOUR PURCHASES
THROUGH

**TAJMAHAL
SILK STORE**

No. 5, Flower Street
Opposite China Mail

**OUR SPECIAL PRICES
FOR
NEW GOODS
JUST RECEIVED**

All colours Fuji silk ..@ 75 cts.
All colours Spun Crepe ..@ \$1.60 a yd.
All colours Georgette crepe
double width ..@ \$1.30 a yd.
All colours crepe de chine
double width ..@ \$2.25 a yd.
All colours Brocade Silk
@ from \$1.50 a yd.
All colours Brocade silk @
from \$1.50 a yd.
Crepe de chine emb'd Under-
wear (3 pcs.) @\$15.00
Crepe de chine emb'd Ladies'
Pyjamas@ \$7.50
Washing silk shirts ..@ \$3.00
Washing silk Pyjamas ..@ \$6.00
Fancy coloured crepe de
chine Pyjamas@ \$11.00
Cotton Pyjamas@ \$2.00
Crepe de chine necktie with
handkerchief to match ..@ \$2.50

AND

ALL SHADES Kayser stocking

Interwoven Plain and Fancy Silk
Socks

Plain and fancy cotton
crepe in all colours

Plain and fancy cotton
kimonos in all colours

SHAWLS, KIMONOS, HOURS

COATS, AND MANY OTHER

FANCY GOODS

ALWAYS IN STOCK.

TANG YUK, DENTIST

Successor to
the late SIEN TING,
14, D'Aguiar Street.

TERMS VERY MODERATE
Consultation Free.

TROJAN

LANE, CRAWFORD, LTD.

Automobile Dept. C.5104

NOTICES.**HONG KONG CRICKET CLUB.**

WEATHER and GROUND per-
mitting, Matches have been
arranged to take place on FRI-
DAY, February 7, commencing at
3 p.m. between Messrs. HARADA
and SATO (Davis Cup Players)
and Messrs. M. W. LO, S. A. and
H. D. RUMJAHN.

A limited number of reserved
seats are being provided at \$1
each. Tickets may be obtained at
the Pavilion.

**TRINITY COLLEGE OF MUSIC,
LONDON.****LOCAL EXAMINATIONS,
MAY, 1930.****THEORY AND PRACTICAL.****ENTRY FORMS** are now

ready and may be had
from the local Secretary,
Wm. ANDERSON, c/o Ander-
son Music Co., Ltd., St.
George's Building, Ice House
Street.

**HONG KONG HORTICULTURAL
SOCIETY****ANNUAL SHOW**

at
CITY HALL
on
6TH MARCH.

Keep the date free and
come to the Show

THE SOMERSET LIGHT**INFANTRY****GYMKHANA**

at
STEEPLECHASE

COURSE,

KWANTI.

SUNDAY,

9th February, 1930.

FIRST RACE

2.30 p.m.

OPEN TO THE PUBLIC

ADMISSION FREE.

Special Train leaves

Kowloon,

1 p.m.

Return 6.27 p.m.

PRICES:

\$1.40, 1st class Return.

90 Cts., 2nd class Return.

FOOL

PROOF

TROUBLE

PROOF

SHEAFFER'S

PENS AND PENCILS

Sole Distributors:—

THE SUN CO., LTD.

Drive a Trusty

"TRIUMPH"

the Motor that never lets you

down.

Complaints that low-flying aero-

planes caused unnecessary injury

and suffering to sheep by frighten-

ing them were made by the pre-

sident of the National Farmers'

Union to the Royal Commission on

Transport.

NOTICES.**HONG KONG & SHANGHAI**

BANKING CORPORATION
NOTICE IS HEREBY GIVEN
that the ORDINARY YEAR-
LY MEETING of the SHARE-
HOLDERS in this Corporation
will be held at City Hall, Hong
Kong, on SATURDAY, the 22nd
February, 1930, at 11.30 a.m. for
the purpose of receiving the Re-
port of the Board of Directors
together with a Statement of Ac-
counts for the year ending 31st
December, 1929.

The Register of Shares of the
Corporation will be CLOSED from
MONDAY, the 10th February, to
Saturday, the 22nd February, 1930
(both days inclusive), during
which period no transfer of shares
can be registered.

By Order of the Board of
Directors,
A. C. HYNES,
Chief Manager.
Hong Kong, 3rd February, 1930.

**THE "STAR" FERRY COMPANY,
LIMITED.****NOTICE TO SHAREHOLDERS.**

NOTICE IS HEREBY GIVEN
that the THIRTY-SECOND
ORDINARY YEARLY MEETING
of this Company will be held at
the Office of Messrs. Jardine,
Matheson & Co., Ltd., on FRIDAY,
the 14th February, 1930, at 11.00
a.m. for the purpose of receiving
the Report of the Directors to-
gether with a Statement of Ac-
counts for the year ended 31st
December, 1929.

The Register of Shares of the
Company will be CLOSED from
Friday, the 7th February, 1930, to
Friday, the 14th February, 1930,
both days inclusive.

By Order of the Board of
Directors,
F. H. CRAPNELL,
Secretary.
Hong Kong, 3rd February, 1930.

INCREASED SAFETY**IN FLYING**

**STRIKING FIGURES: FEWEST
DEATHS SINCE 1921**

SLOTTED WINGS

A striking decrease in the num-
ber of accidents to Royal Air Force
aircraft has resulted from the
standardization on all British ser-
vice machines of the Handley Page
slotted wing safety device. The
figures for 1929 are the lowest for
eight years. The number of ma-
chines in the R.A.F. in 1922 was
370, and there were 34 fatal ma-
chine accidents and 51 deaths. In
1929 with more than 800 machines,
or more than double the number,
there were only 31 fatal machine
accidents and 42 deaths. This is
a convincing proof that the slotted
wing gives safety in the air.

Compared with some of the worst
years, such as 1926, the 1929 figures
show an even more striking decline.
In 1926 the R.A.F. consisted of 61
squadrons, or about 700 machines.
There were 54 fatal machine acci-
dents and 85 deaths, that is 43 deaths
more than in 1929.

If it must be remembered that every
year the speeds of R.A.F. machines
have increased, and, therefore,
other things being equal, the risks of
flying them.

A subsidiary cause of the reduced
death-rate is the fitting of
parachutes to all Service aeroplanes
(though not to seaplanes and flying
boats). Parachutes have in all
saved about 30 lives in the R.A.F.
During 1929 alone they saved 16
lives.

A Psychological Factor

It is thought that there may also
be a psychological explanation for
the improvement. Pilots are now
trained more slowly and carefully
and are led to regard flying as part
of a definite profession rather than
as an amusing sport. They are less
inclined to take unnecessary risks
and they have ceased to admire the
recklessness of some of the war-
time pilots.

The statistics for 1929 which
have been quoted above include the
accident to the R.A.F. long distance
monoplane which resulted in the
deaths of Squadron Leader Jones-
Williams and Flight Lieutenant
Jenkins.

Before the R.A.F. had settled
down to a peace-time establishment
the accident figures were higher
than at any subsequent date. In
1919 there were 188 fatal machine
accidents and 199 deaths. But
there were many more machines in
service at that date, so that no
direct comparison can be made.

Complaints that low-flying aero-
planes caused unnecessary injury
and suffering to sheep by frighten-
ing them were made by the pre-
sident of the National Farmers'
Union to the Royal Commission on
Transport.

**THE UNPOPULAR
MENNONITES****WESTERN CANADA OPPOSED TO
BEING SANCTUARY
REFEREES FROM EUROPE**

Western Canada will no longer
be a sanctuary for European re-
fugees. This conclusion may be
drawn from the reluctance of the
Prairie Provinces to accept 5,000
Mennonites, now in difficulties in
Russia, as settlers. The Mennonites,
a religious sect, are people of Ger-
man and Dutch descent whose an-
cestors migrated to Russia in the
eighteenth century. There are al-
ready about 30,000 of them in
Canada. Industrious and peaceable
but clannish, they live apart in col-
onies and seldom intermarry with
other groups.

Without Precedent
Early in November the German
Government informed Canada that
1,000 Mennonite families, about
5,000 souls all told, were encamped
outside Moscow and threatened
with deportation to Siberia. Robert
Forke, Minister of Immigration in
the Federal Cabinet, at once sought
the views of Western governments.
This in itself was an action with-
out precedent. Fifteen or even five
years ago there would have been
no such consultation. The refugees
would have been let in as a matter
of course on the principle that im-
migration is always and inevitably
a blessing. Mr. Forke took account
of the fact that the prevailing mood
in Western Canada about the bene-
fits of immigration is scepticism.

The replies he got were adverse.
Mr. Forke addressed particularly
Premier Anderson of Saskatchewan,
in which Province nearly half of the
Canadian Mennonites live. Mr. An-
derson showed no enthusiasm and
his cold response expresses accu-
rately the feeling of the majority.

Opposed on Economic Grounds
The day is past in Western Can-
ada when homesteads, 160-acre
grants of free land, can be had
within easy reach of town and rail-
way. The only homesteads left are
either poor land or out of the way.
New settlers must therefore be pre-
pared to buy farms, or to work as
farm hands. The Mennonites, it is
feared, would not be financially able
to buy, and the short crops of 1929
have brought the demand for farm
labour down to a minimum. On
economic grounds, therefore the
proposed migration is opposed.

Other factors were just as potent in
shaping the public reaction. It is
asked whether the Mennonites are
in trouble in Russia because of
refusal to do military service, to
send their children to school, or for
some other resistance to law. In
that event, it is said, they would be
unacceptable as settlers.

In the face of this unfavourable
response by the Saskatchewan pub-
lic there was only one line open to
Premier Anderson. He replied that
Saskatchewan could not take the
5,000 Mennonites, although it might
accept a lesser number in part, pro-
vided they would give a strict
pledge to obey Canadian laws and
would be looked after by their com-
patriots already in the Dominion.

EARLY DAYS**Experiences of Chief
Surgeon**

[By Henry F. Hoyt, M.D.]

At the beginning of the Spanish
War I was commissioned Major
and Chief Surgeon of Volunteers
and in the fall of '98 was ordered
to the Philippines for duty—
special orders from the Secretary
of War. I arrived on December
13, 1898, and was at once assigned
as Chief Surgeon on the Staff
of the late Lt. General Arthur
MacArthur whose headquarters
were 145 General Solano, Manila,
the palatial home of Admiral
Montejo.

At that period, with the excep-

**Their shadows never grow less**

There is no "fading away" of either shape or
shade with shirts and pyjamas of 'Viyella' fine
twill flannel. They can be worn out—comfort-
ably and economically worn out—by the most
particular man. The luxury of the smooth-
surfaced, protective, non-irritant material endures
even under crude native washings. And because
'Viyella' radiates as well as absorbs excess
moisture from the skin—it is just as comfortable
in hot as in cold weather.

'Viyella' is available in distinctive stripes and plain colours for Day
Shirts and Pyjamas... in plain trim for men, and flannel for "no
country." All in various weights.

"Viyella"

From First-class Stores throughout China and the East

BE SURE TO SEE NAME 'Viyella' ON
DETACHABLE SELF-SEALING LABELS
EVERY YARD OR SO. If any difficulty
in obtaining, please write for address of reliable
retailer in Hong Kong, Shanghai, Canton, Peking,
Tientsin, Hankow, etc. to Viyella House, Ltd., London, E.C.4.

**Wash Away
That Itch**

With a Penetrating Antiseptic
New you can stop itching skin tortures.
Apply the new cream from LAYOL. ITCHING
PROOF INSTANTLY. The healing elements pen-
etrate the skin and soothe the irritated tissue.
Eczema, Stomach, Ulcers, rashes, all forms of skin
troubles quickly yield to this famous antiseptic.
LAYOL promotes free skin and keeps healthy.
Made in U.S.A. and sold by all good druggists.
Distributed by Messrs. J. P. & Co., Ltd., Shanghai.
—Hong Kong.

**KASHMIR
SILK STORE**

for
EXCLUSIVE STOCKS
of
SILK
and
SILK GOODS

Opposite Queen's Theatre.

**The ORIENTAL BOOKS
of LOVE**

The KAMA SUTRA, of Vatsyayana.
Price: 3 Dollars
ANANGA RANGA, The Hindu
Art of Love.
Price: 3 Dollars
The PERFUMED GARDEN.
Price: 3 Dollars

Address orders to:
LIBRAIRIE "ASTRA"
12, Rue de Valenciennes - PARIS (107)

other refuse matter were of the
crudest. Malaria, one of the
most common of tropical diseases,
was very prevalent and in the
course of time all sick reports
showed quite an increase of this
disease among the troops. At
that time the real cause of
malaria had not been discovered
and our men were treated for this
trouble by what would now be
considered old-fashioned methods.
I accompanied General Mac-
Arthur, after his division left the
city, throughout the entire cam-
paign against the insurgents to
San Fernando, Pampanga, and
from that time had nothing at all
to do with the health and sanitation
conditions in the city.

I returned to the States in
1902.
I returned to the Philippines
after an absence of 29 years and
am simply astounded at the ad-
vance and progress that I find in
your now beautiful city in every
direction and in every way. As
I drive around your beautiful
avenues in every direction I can
scarcely realize that this is the
same city—Manila Bulletin.

(Dr. Hoyt was a recent visitor to
Hong Kong, when he accompanied the
Colonial roads to a China Mail re-
presentative. His book, "A Frontier
Doctor," is expected to be on sale
locally at an early date.)

"I wish I hadn't
ate that salad.
It's really made me
look quite pallid.
My whole interior's
all a quake....

BUT.....
What a difference
PINKETTES make!"

But what a difference
PINKETTES make!
KEEP YOU WELL.
OBTAINABLE FROM CHEMISTS EVERYWHERE.

N.Y.K. LINE

REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING FROM £33 TO £120 ON SALE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	Thursday, 6th February.
KOREA MARU	Wednesday, 19th February.
SHINYO MARU	Wednesday, 12th February.
SEATTLE, VICTORIA via Shanghai & Japan Ports.	Friday, 23rd February.
SIBERIA MARU	Saturday, 8th February.
SHIZUOKA MARU	Saturday, 22nd February.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	Sunday, 10th February.
RAKUYO MARU	Monday, 18th February.
SYDNEY & MELBOURNE via Manila & Ports.	Tuesday, 26th February.
KAGA MARU	Wednesday, 13th February.
TANGO MARU	Wednesday, 28th February.
BOMBAY via Singapore, Penang, & Colombo.	Thursday, 14th February.
TAMBA MARU	Friday, 29th February.
TOKUSHIMA MARU	Saturday, 15th February.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.	Sunday, 2nd March.
RAKUYO MARU	Monday, 11th February.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	Tuesday, 19th February.
BINGO MARU	Wednesday, 27th February.
NEW YORK, BOSTON via Panama.	Thursday, 13th February.
KUMA MARU	Friday, 22nd February.
KAKO MARU	Saturday, 15th February.
LIVERPOOL via Port Said, Constantinople, Genoa.	Sunday, 17th February.
DELAGO MARU	Monday, 26th February.
CALCUTTA via Singapore, Penang & Rangoon.	Tuesday, 12th February.
CALCUTTA MARU	Wednesday, 20th February.
MALACCA MARU	Thursday, 14th February.
SHANGHAI, KORE & YOKOHAMA.	Friday, 23rd February.
MURORAN MARU (Chemicals direct)	Saturday, 15th February.
TSUSHIMA MARU	Sunday, 10th February.

Reduced 1st Class Excursion Rates quoted between Manila and Australia. For further information apply to—NIPPON YUSEN KAISHA. Tel. Central No. 292, 3897 and 3321. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore, Colombo, Suez and Port Said.	Monday, 10th February.
ATLAS MARU	Tuesday, 26th February.
BIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.	Wednesday, 19th February.
HAWAII MARU	Thursday, 6th March.
BOMBAY—Via Singapore & Colombo.	Friday, 7th February.
SHINOH MARU	Saturday, 1st March.
GANGES MARU	Sunday, 18th February.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo.	Monday, 11th February.
CHICAGO MARU	Tuesday, 12th February.
PANAMA MARU	Wednesday, 20th February.
CALCUTTA—Via Singapore, Penang & Rangoon.	Thursday, 14th February.
KASADO MARU	Friday, 22nd February.
CELEBES MARU	Saturday, 15th February.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from Shanghai.	Sunday, 10th February.
AFRICA MARU (from Shanghai)	Monday, 11th February.
MELBOURNE—Via Manila, Brisbane & Sydney.	Tuesday, 12th February.
HIMALAYA MARU	Wednesday, 20th February.
SYDNEY MARU	Thursday, 14th February.
HAIPHONG—Via Hoihow & Pakhoi.	Friday, 22nd February.
MENADO MARU	Saturday, 15th February.
NEW YORK—Via Japan ports, San Francisco & Panama.	Sunday, 10th February.
JAPAN PORTS	Monday, 11th February.
ALASKA MARU	Tuesday, 12th February.
TACOMA MARU	Wednesday, 20th February.
KEELUNG—Via Swatow & Amoy.	Thursday, 14th February.
HOZAN MARU	Friday, 22nd February.
CANTON MARU	Saturday, 15th February.
TAKAO—Via Swatow & Amoy.	Sunday, 10th February.
DELI MARU	Monday, 11th February.
TAKAO & KEELUNG	Tuesday, 12th February.
BATAVIA MARU	Wednesday, 20th February.

For further particulars please apply to—OSAKA SHOSSEN KAISHA. Tel. Central No. 4088, 4089, 4090. M. TAKEUCHI, Manager.

American Express Travelers Cheques

"Sky-blue" in colour, these Cheques give travellers the fullest protection against the loss or theft of their travel funds. They are spendable and acceptable everywhere. For more than 36 years travellers the world over have found personal service and financial security thru their use.

Issued in G.\$10, G.\$50, G.\$100, and £5 and £10 denominations—bound in a small handy wallet—and cost only 3/4 of 1 per cent.

Secure your steamship tickets, hotel reservation and itineraries; or plan your cruise or tour through.

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SHIPPING SECTION.

NEW BLUE FUNNEL LINER

SUCCESSFUL SPEED TRIALS IN NORTH SEA

FLEET OF 731,000 TONS

The Alfred Holt and Co. (Blue Funnel Line) twin-screw motor vessel Menestheus, built and engineered by the Caledon Shipbuilding and Engineering Co., Ltd., Dundee, ran her official trials in the North Sea, off the river Tay. The Menestheus has been specially designed for Messrs. Alfred Holt's well-known Eastern trade, and is of the following dimensions:—Length between perpendiculars 453ft. 6in., breadth (moulded) 59ft., depth (moulded) 35ft. 3in., gross tons (approximate) 8,000.

Arrangements have been made for a limited number of passengers to be carried, and there is also accommodation for a large number of native passengers. The cargo gear is, as usual, first-class throughout, there being 28 derricks with ranges of lifts from two tons to 50 tons. Power to these derricks is supplied 24 electrically-driven winches of the owners' special design, manufactured by Messrs. Clarke, Chapman and Co., Ltd.

The ship's refrigerating machinery, which is electrically-driven, was supplied by Messrs. J. and E. Hall, Dartford. The galley cooking appliances are of the latest electric type, and were supplied by Messrs. Henry Wilson and Co., of Liverpool.

Small Turning Circle

The Menestheus is under the command of Captain A. E. Dodd, who has been with Messrs. Alfred Holt and Co. for 30 years. The ship left the wharf of the shipbuilding company in the early hours of the morning, and carried out her speed, consumption and turning trials until late in the afternoon, when she returned to the shipyard. The trials were in every way satisfactory, both to the owners and builders' representatives, the engines running without vibration, and the turning circle being of very small diameter.

It is interesting to record that the fleet of the Blue Funnel Line at present in commission totals some 678,500 tons, and that with the ships building will total 731,000 tons.

The Menestheus is largely built of high elastic limit steel, which has been developed and made a practical proposition by the company's chief metallurgical chemist, Mr. F. G. Martin. Three of the vessels which have been built of this particular steel are in commission, and all succeeding vessels, building under the company's present programme, will be of the same steel. These particular ships have also a special rudder of the owners' design, which is of cast steel.

During the trials a thorough inspection of the ship was made under the personal supervision of Mr. Lawrence Holt, and the whole of the vessel, from stem to stern, with every part of the equipment, was very closely inspected by him.

The Menestheus will carry a British crew, with the exception of

Chinese greasers, who will be berthed aft. The crew's quarters are not only very spacious, clean and well supplied, but each room is provided with an electric heater, two men being berthed in each room.

On the poop there is a tunnel escape, whereby those engaged in the engine room can reach the deck from below should anything unforeseen happen. Included in the boats provided on the Menestheus are a motor launch and a sailing boat. These are specially provided for the purpose of giving the midshipman practical knowledge in the handling of boats. The lifeboats, 16 in all, of which 8 are self-propelled, were built to the designs of Mr. George Turnbull. The boat davits are of the radial type, fitted with Turnbull's patent turning-out gear. The galley is placed on the centre of the main deck, and is fitted with electricity throughout. On this deck is also placed the emergency generating plant. In the event of an accident this plant can still maintain all the essential services of the ship.

The ship's wireless installation is one of a type which was the first to be used by Britain on ships on the direct current system of 2,000 volts. It is fitted with auto alarm devices. The master and officers' accommodation is on the lower bridge deck, while the midshipmen are housed in the alleyway on the port side of the centre castle deck, together with the engineers and petty officers.

The ship is supplied with the latest navigational appliances, and her side lights are fool proof against accident, as alternative bulbs are supplied, and in the event of their failing to work a warning bell is started on the bridge in the chart room.

Main Engines and Auxiliaries

The engines are of 8-cylinder, 740 mm. diameter, and 1,500 mm. stroke, airless injection, Burmeister and Wain, pressure supercharged on the Rateau system employing exhaust gas turbines. The total 2 h.p. is 8,600 at 110 r.p.m. when supercharged, and 6,600 b.h.p. at 105 r.p.m. when not supercharged. The extra power in the cylinders, made possible by the Rateau turbochargers, calls for the very best materials for the cylinder heads, liners and pistons, consequently these are all made of Perlit. In most of the high class Diesel engines to-day Perlit cylinder heads, liners and pistons are standard because of the ability of this metal to withstand the high stresses, both mechanical and thermal, which are imposed upon them in this type of engine. Perlit cylinder liners wear much less and consequently last much longer than liners made of special cast-iron, and cylinder heads and pistons made of Perlit are much less subject to cracking than when made of ordinary cast-iron.

The auxiliary engines are three 170 k.w. 3-cylinder airless injection Burmeister and Wain type, running at 300 r.p.m. Two 7½ ton Holt and Willeit, and three motor electric cranes are arranged so that each crane can be used for the port and starboard engines. Firefoam fire extinguishing appliances are supplied in accordance with the latest Board of Trade requirements, and in addition to this a 1,000 gallon Phenome gravity installation comprising mixing tank, a double compartment solution tank, from which perforated pipes are led round the engine room underneath the floor plates. A 30 k.w. emergency dynamo, driven by a petrol paraffin engine, is fitted on the boat deck.

New Water Cooling System. Water cooling for the main engines is arranged on a new system—part of the cooling water discharge from the main cylinder heads and jackets can be bypassed to the cooling water pump suction, the amount being governed by the operation of the valves on the discharge overhead, sea suction to the pump, and the bypass pipe from the discharge pipe to the pump suction. The object of this arrangement is to raise the temperature of the inlet water jackets in cold weather, thus allowing a large quantity of water to be passed through the system, preventing airlocks, &c., and ensuring a good flow of water over all the surfaces.

The tunnel bearings are of the Mitchell type fitted with gunmetal pads lined with white metal. The propellers are of 16 ft. diameter by 18 ft. pitch, with cast-iron boxes, high tension bronze blades of aerofoil section and fitted with Perlit cone. Cooling water, and lubricating oil pumps, also the circulating oil coolers, are of the large size to deal with the

increased heat transference when the engines are running supercharged. The lubricating oil and fuel oil transfer pumps of gear wheel type were supplied by Burmeister and Wain. The cooling water pumps are of the vertical centrifugal type, and all other pumps, including bilge and sanitary pumps, are supplied by Drysdale. The engines are provided with five small starting air receivers, three placed on the engine room floor, one above the other, and two on the bulkhead, instead of the usual two large receivers.

Fuel oil is supplied to the main engine free from dirt, sediment, &c., by employing a series of three filters between the daily supply tanks and the engine, besides passing all the oil which is used through De Laval separators. The return oil from the fuel pump spill valves on both main and auxiliary engines is taken to a small tank situated above the daily service tank. The oil then flows back to the daily service tank from which it was taken. The engine room is well ventilated by means of six large and four smaller ventilators, two of the larger ones being led between the main engines, and the other eight ventilate the other parts of the engine room, particular care being taken about the spaces round the auxiliary engines and the exhaust driven turbochargers.

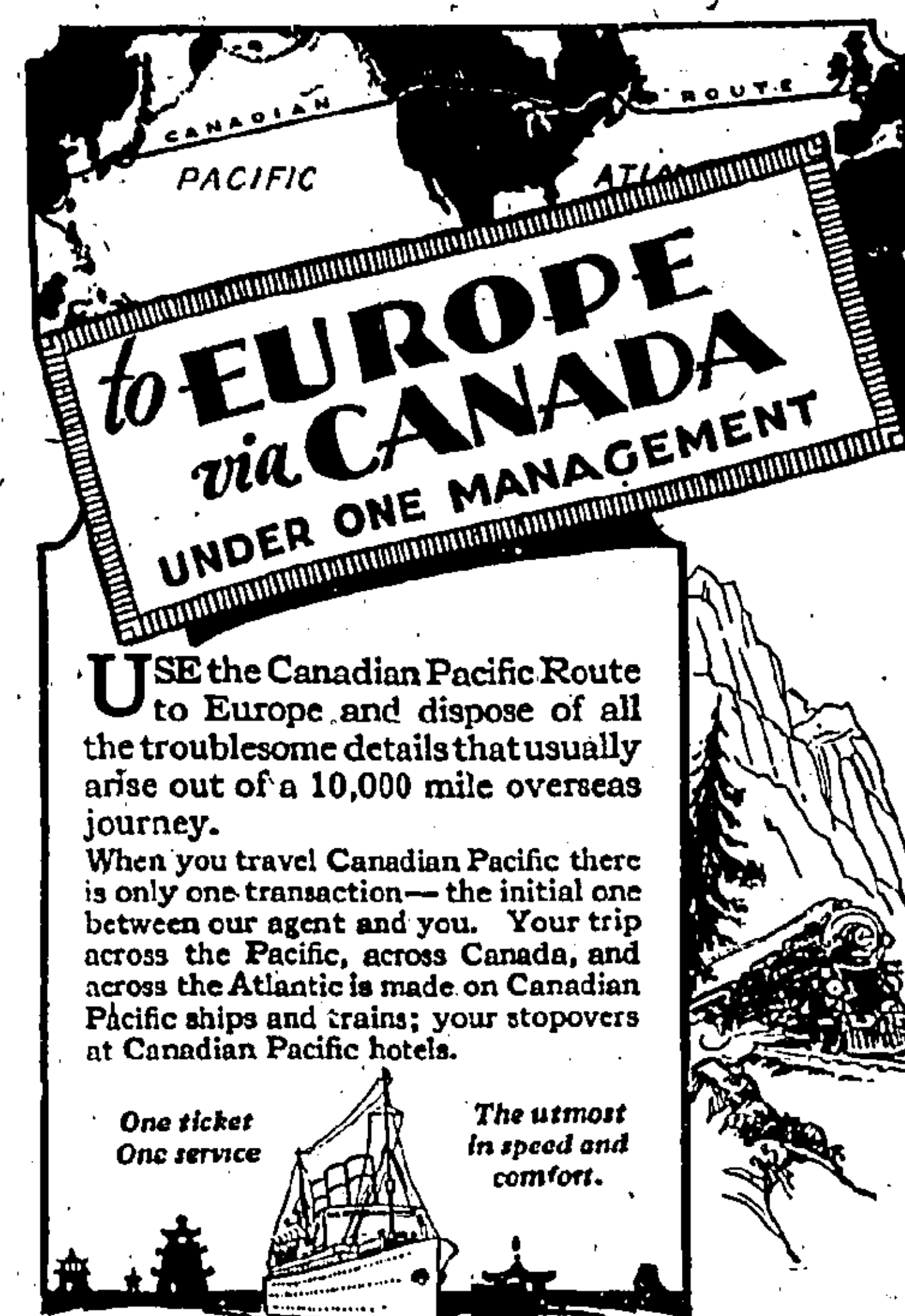
All the motors attached to the engine room auxiliaries are operated on the new Uni-start control system, of which the patents are held jointly by the Brookhirst Switchgear, Ltd., and the Sunderland Forge and Engineering Co., Ltd. The great advantage are required, one for the smaller motors and the other for the larger ones, instead of one complete starter for each motor.

Electro Hydraulic Steering Gear. An interesting feature is the Hastic electro hydraulic steering gear of the usual four ram type, operated by means of either of two Hele-Shaw pumps, one of the pumps is driven by an electric motor in the ordinary way, but the other is coupled to a three-cylinder Brotherhood air engine. Should the supply of electricity to the motor fail for any reason, a solenoid in the same circuit opens the starting valve of the air engine, and the engine is immediately supplied with compressed air, while the duplicate pump comes into service. Thus the steering of the ship is not affected in any way.

This arrangement is very much cheaper, is of less trouble, takes up less space and is equally as efficient as a pump driven by a second electric motor and supplied with current from a storage battery. There is always an abundant supply of surplus air in the engine-room of a diesel engine ship which is usually blown to waste, but in the present case a part of this is taken to a small air reservoir, which supplies the air engine when required.

WARSHIPS IN PORT

British warships in port this morning were:—In Basin of R.N. Dockyard, "Tamar", "Sterling", "Herald", "Petersfield", "Hrogsola". In Dock: "Scorpa", "Cicala". No. 1 Buoy: "Suffolk". No. 7 Buoy: "Girdar". No. 12 Buoy: "Thracian". No. 13 Buoy: "Cicala".



CANADIAN PACIFIC

NEXT SAILINGS

TO MANILA
E/CANADA 5 p.m. Mar. 9th

TO THE PACIFIC COAST
E/RUSSIA ..NOON, Feb. 12th
E/AsiaMar. 5th

WORLD'S GREATEST TRAVEL SYSTEM

BRITISH WUCHOW LINE

SAILING DATES FOR FEBRUARY, 1930 (Subject to change).
DEPARTURE HOURS: Hong Kong 5.30 p.m., Wuchow 1.30 p.m.

S.S. "TAI HING" [1,068 tons—Capt. Trot.]
S.S. "TAI MING" [649 tons—Capt. G. J. Spink.]

WED. 5th FEB. 21st
MON. 10th FEB. 26th
SUN. 16th FEB. 23rd

SAT. 6th FEB. 13th
THURS. 13th FEB. 20th
MON. 19th FEB. 26th

Regular Service of Fast, High Class River Steamers Having Good Accommodation for First Class Passengers, Electric Light and Fans in State-rooms and Saloon. The s.s. "Tai Hing" is fitted with Wireless.

These vessels leave Hong Kong for Wuchow (via Samah, Shihing, Takling & Dosing) and return to Hong Kong (via same Ports) every five days.

Fares for round trip (not including meals) \$20. Meals & Wines are to be obtained on board.

Hong Kong Arrivals and Departures from Ho On Wharf.
For information apply to—
87, Connaught Road West, Phone: Central 893.

KWONG WING Co., Ltd.

MOTOR SHIPS

Temple Press, Ltd., send the China Mail a copy of the January issue of the Motor Ship. The following subjects are dealt with in this issue:

Motor Shipbuilding in 1929. (A complete and fully illustrated summary).

Marine Oil Engine Progress in 1929. (Well illustrated).

An analysis of Motor Tanker Construction. (With a list of every motor tanker now on order, totalling nearly one million tons gross).

Motor Ship Outputs at the World's Shipyards.

The Bergen-Newcastle 19-knot Passenger Ship. (Illustrated).

CONSIGNEES' NOTICE

Consignees of cargo ex M.V. "Esquillo" are reminded to take delivery of their goods which will be subject to rent after February 10.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ELLERMAN LINE
S.S. "CITY OF KIMBERLEY" Havre, London, Rotterdam & Hamburg 14th February.
S.S. "CITY OF HEREFORD" London, Rotterdam & Hamburg 9th March.

NEW YORK, BOSTON, & BALTIMORE ... AMERICAN & MANCHURIAN LINE
S.S. "CITY OF LILLE" 19th March.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK, & BALTIMORE AMERICAN & ORIENTAL LINE
S.S. "SPRINGBANK" 12th February.

MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE
S.S. "TINHOW" 12th February.

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amalia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply to—
Telephone Central 4791.

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SHIPBUILDERS,
SHIP REPAIRERS,
BOILER MAKERS,
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OXY-ACETYLENE, AND
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MECHANICAL, AND
ELECTRICAL
ENGINEERS.

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OF HONG KONG, LIMITED.
SALVAGE TUG "TAIKOO"
Wireless Call
V.P.O.N. 600 Meters.

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Telephone No. 111 Central.
Cable Flag: "TAIKOO," HONG KONG.

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Length 787 Feet.
Length on Blocks 750 Feet.
Depth on Centre of
SILL (H.W.O.S.T.) 34 ft. 6 in.

—THREE SLIPWAYS—

Capable of Handling Ships Up
to 2,000 Tons Displacement.
Electric Crane at Sea Wall, Capable of
Lifting 100 Tons at 70 Feet Radius.

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AGENTS
HONG KONG, CHINA & JAPAN.

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S. S.	Tons	From	Destination
		Hong Kong	About
KARMALA	9,128	15th Feb.	Marseilles, London, Hull, Rotterdam & Antwerp.
*KIDDERPORE	5,334	19th Feb.	Straits, Colombo & Bombay.
MACEDONIA	11,120	1st Mar.	Marseilles & London.
KASHMIR	8,985	8th Mar.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KALYAN	9,144	15th Mar.	Marseilles, London, Hull, Rotterdam & Antwerp.
*ALIPORE	5,273	19th Mar.	Straits, Colombo & Bombay.
RAWALPINDI	16,619	29th Mar.	Bombay, Marseilles & London.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TALMA	10,000	8th Feb.	Singapore, Penang & Calcutta.
*SHIRALA	7,841	13th Feb.	Singapore, Penang & Calcutta.
TAKIWA	7,832	20th Feb.	Singapore, Penang & Calcutta.
TILAWA	10,006	11th Mar.	Singapore, Penang & Calcutta.
TALAMBA	8,018	14th Mar.	Singapore, Penang & Calcutta.

* Calls Rangoon.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

*TANDA	6,656	28th Feb.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	4th Apr.	
NELLORE	8,863	2nd May	

* Calls Port Holland.

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports en route as in document offers.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

*ALIPORE	5,273	11th Feb.	Shanghai, Moji & Kobe.
KALYAN	9,144	15th Feb.	Shanghai, Moji, Kobe & Yokohama.
TALAWA	10,006	20th Feb.	Shanghai, Moji, Kobe & Osaka.
TALAMBA	8,018	21st Feb.	Shanghai, Moji, Kobe & Osaka.
RAWALPINDI	16,619	28th Feb.	Shanghai, Moji, Kobe & Yokohama.
TAKADA	6,949	7th Mar.	Shanghai, Moji, Kobe & Osaka.
ST. ALBANS	4,500	11th Mar.	Shanghai, Moji, Kobe & Osaka.
MALWA	10,380	14th Mar.	Shanghai, Moji, Kobe & Yokohama.
*NAGPORE	5,283	17th Mar.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	22nd Mar.	Shanghai, Moji, Kobe & Osaka.
*BELTANA	10,000	27th Mar.	Shanghai, Moji, Kobe & Yokohama.
RASPUTANA	16,569	28th Mar.	Shanghai, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage, Freight, Handbooks, etc., apply to:—

MACKINNON, MACKENZIE & CO.,
P. & O. Building, Connaught Rd. C., Hong Kong. Agents.

THE KWONG HIP LUNG CO. LTD.

ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two slipways and can accommodate any craft of 300 feet long.
Over Office: 44, Connaught Road Central, Hong Kong. Tel. Central No. 149.
Sub-office: Sham-Sui-Po, Kowloon, Hong Kong. Tel. Kowloon No. 8.
Estimates furnished on application.
Hong Kong, April 1, 1930.

SHIPPING IN 1929

British Proportion of Increase

London, Yesterday.
According to Lloyd's Annual Summary of Mercantile Shipbuilding the world's output reached 2,793,210 tons, an increase of 93,971 tons as compared with 1928.

The output of Great Britain and Ireland represents 54.5 per cent. of the whole world's output as compared with 53.6 per cent. in 1928.

The present tonnage of internal combustion vessels is 84.4 per cent. of steam tonnage as compared with 62.8 per cent. in 1927.

The tonnage of motor-ships is nearly 400,000 tons over the steam tonnage. There is also a notable increase in oil-burners which in 1914 was 1,310,000 tons. It is now nearly twenty million. —Reuter.

PASSENGER LIST

ARRIVALS

Per s.s. Kamo Maru from London on February 4:—
Miss E. M. Anderson, R. H. Beavan, Mrs. M. and Miss M. Brennan, Mr. and Mrs. H. Brotherton, Miss J. Brotherton, A. Campbell, H. P. Dix, R. A. Forbes, St. M. Farnham, F. C. Hall, Mr. and Mrs. M. Lukens, T. Markle, Mr. and Mrs. R. A. May, Master R. E. May, Mr. and Mrs. J. D. Mooney, Miss Ming Thye, J. D. O'Toole, Mr. and Mrs. H. B. Phillips, Mr. and Mrs. M. S. Rice, V. P. Safford, Mr. and Mrs. O. Taylor, A. Weiss, W. Weir, L. C. Zabaljauregui.

MOVEMENTS OF STEAMERS

The B.I. s.s. Talma will leave Amoy for this port on February 5, p.m., and is due here on February 6, p.m.

The P. & O. s.s. Alipore left Singapore for this port on February 4 at noon, and is due here on February 11 at about 2 p.m.

The C.P.S. R.M.S. Empress of Australia, R/W. Cruise, arrived at Singapore on February 4 (Tues.) at 3 a.m., left Singapore on February 5 (Wed.) at 6 a.m., and is due at Bangkok on February 7 (Fri.) at 4 a.m. and Hong Kong on February 14 (Fri.) at 8 a.m.

The C.P.S. R.M.S. Empress of Asia arrived at Manila on February 5 (Wed.) at 7 a.m., leaves Manila on February 5 (Wed.) at 4 p.m., and is due at Hong Kong on February 7 (Fri.) at 8.30 a.m.

CONSIGNEES.

LLOYD TRIESTINO NAV. CO.

NOTICE TO CONSIGNEES.

Motor Vessel,

"ESQUILINO"

From Trieste, Venice, Brindisi, Spalato, Fiume, Port Said, Suez, Massana, Karachi, Colombo, Penang & Singapore.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk in the Godowns of the Hong Kong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before 3rd instant.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All claims against the vessel must be presented to the undersigned on or before the 20th inst. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst. at 10 a.m. by our surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by

DODWELL & CO., LTD.

Agents.

Hong Kong, 3rd February, 1930.

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"
These New Vessels Maintain a Regular Service from
HONG KONG TO AUSTRALIAN PORTS
via MANILA and THURSDAY ISLAND

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
Excellent and Most Up-to-Date First and Second Class Passenger Accommodation.

HONG KONG TO SYDNEY—19th DAYS

Steamers	Due Hong Kong	Due to Sail
CHANGTE	11th February	18th February
TAIPING	11th March	18th March
CHANGTE	11th April	18th April

For Freight and Passage apply to: BUTTERFIELD & SWIRE, Agents.

INDO-CHINA
STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
Tsai via S'ow & S'hai	KWANGSANG	Sun., 9th Feb. at 7 a.m.
Tsai via S'ow & S'hai	FOOSHING	Wed., 12th Feb. at 7 a.m.
Tsai via S'ow & S'hai	HOPSHANG	Sun., 16th Feb. at 7 a.m.
Tsai via S'ow & S'hai	HANGSANG	Wed., 19th Feb. at 7 a.m.
Osaka via Amoy, Moji & Kobe	KUTSANG	Tues., 11th Feb. at 7 a.m.
Osaka via Amoy, Moji & Kobe	YUENSANG	Tues., 18th Feb. at 7 a.m.
Osaka via Amoy, Moji & Kobe	SUISANG	Wed., 26th Feb. at 7 a.m.
S'pore, Penang & Calcutta	HOSANG	Thurs., 13th Feb. at 3 p.m.
S'pore, Penang & Calcutta	KUMSANG	Tues., 18th Feb. at 3 p.m.
S'pore, Penang & Calcutta	NAMSANG	Mon., 24th Feb. at 3 p.m.
Sandakan	HINSANG	Thurs., 6th Feb. at Noon
Tientsin via Swatow	CHIPSANG	Mon., 24th Feb. at 3 p.m.
Tientsin via Swatow	CHEONGSHING	Wed., 12th Feb. at 7 a.m.

For Freight and Passage apply to:—

JARDINE, MATHESON & CO., LTD.

Telephone Central 215.

General Managers.

FLOATING DOCK

Shipped in Sections to India

Under the superintendence of Messrs. Rendel, Palmer, and Tritton, consulting engineers, of Westminster, Messrs. Swan, Hunter, and Wigham Richardson, Ltd., have constructed a floating dock which, after erection at Wallsend shipyard, was dismantled, and has just been shipped in pieces to India. The dock is a sectional pontoon dock, and is self-docking. The two walls are each a separate and complete structure resting on four pontoons, and each of the latter is divided into water-tight compartments.

Messrs. Swan, Hunter and Wigham Richardson have built several docks of this type with lifting capacities from 5,000 tons to 400 tons, and for service in various parts of the world. One of these docks they built for Saratov on the River Volga, another for Aden, three for Lagos, and one for Forcados, in Nigeria. Quite recently they despatched another of these docks to the Falkland Islands, in the South Atlantic.

The dock which has just been shipped to India was fully erected at the builders' works at Wallsend and every part marked for re-erection. It was then dismantled and shipped in plates, angles, and various pieces to India. It will be re-erected by native labour under European supervision on the right bank of the River Ganges at Mokameh Ghat, about 50 miles below Patna, in the United Provinces. With the rise of the river during the rainy season the dock will be floated into the stream. The overall length of the dock is 210ft., the width between the walls being 56ft., and the overall width about 66ft. The lifting capacity of the dock is 500 tons, and the depth of water over the keel blocks will be 4½ft.

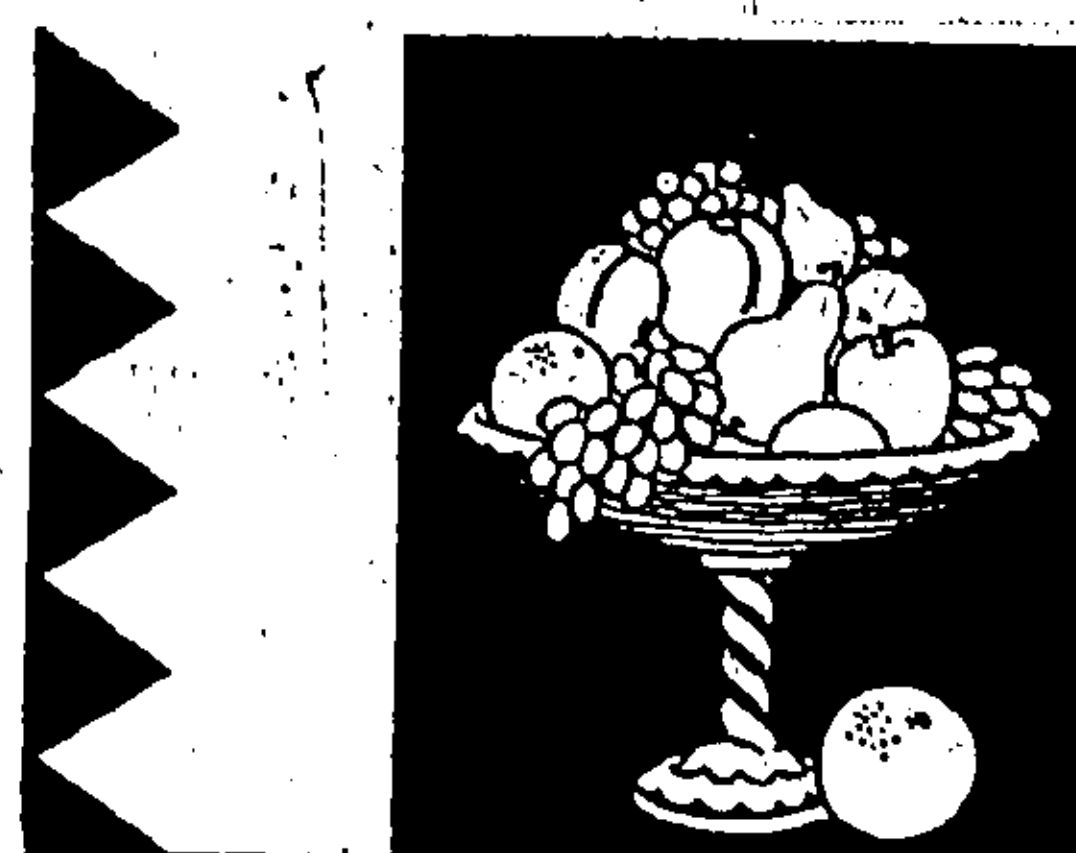
The dock will be employed in repairing shallow draft paddle steamers, barges, and landing-stages, there being a ferry service between Mokameh Ghat and Semaria Ghat on the left bank. The current of the River Ganges is very strong at times, and ample provision of cables and anchors has been made to hold the dock against the stream, even when loaded to its maximum capacity. The spaces between the four pontoons carrying the walls are docked over with teak planks. In a house on one of the walls is placed the controlling gear to work the valves for floating and draining the dock. On the top of one wall is a vertical multitubular Cochran boiler supplying steam to an engine which works the pumping machinery through a vertical shaft.

A WEEK'S DISEASES

The following notifiable and non-notifiable diseases were reported to the Medical Officer of Health during the week ended February 1:—

	Cases	Deaths
Typhoid	1	1
Small-pox	19	7
Diphtheria	3	1
Infantile	1	1
Measles	7	1
Tuberculosis	69	

On February 3 the following were notified—Typhoid, 2; small-pox, 24; scarlet fever, 1; diphtheria, 2; meningitis, 1.



Fresh Fruits and Vegetables
from the States

Ice head lettuce. Celery Louis.
Fresh Asparagus. Hot-house
Tomatoes. California Oranges and
Grapefruit. Washington Apples...
These are specialties on the
President Liners...That is one reason why the experienced traveler
prefers this American Service.

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and AMERICAN MAIL LINE

HONG KONG AND MACAO LINE
in Good Speed

S.S. CHUEN CHOW

Daily Sailing from Hong Kong at 2.00 p.m.

Sailing from Macao at 7.50 a.m.

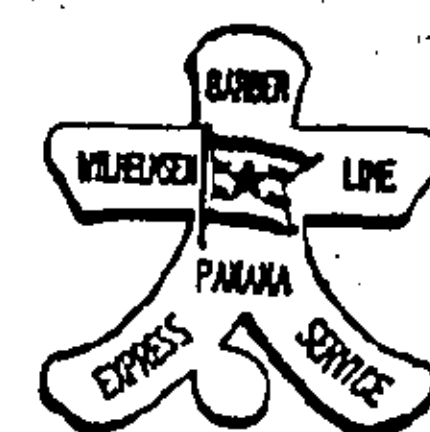
Sundays excepted.

Freight and Passage apply to:—

CHUEN ON STEAM BOAT CO., LTD.

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Tel. C. 6061.



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All vessels call at SAN FRANCISCO and LOS ANGELES en route.

Passengers desiring to travel, by this interesting route will find the accommodation provided well up to their expectations, and at a cost most reasonable.

42 Days To New York.

For Passenger and Freight information please apply to:—

DODWELL & CO., LTD.

Queen's Buildings.

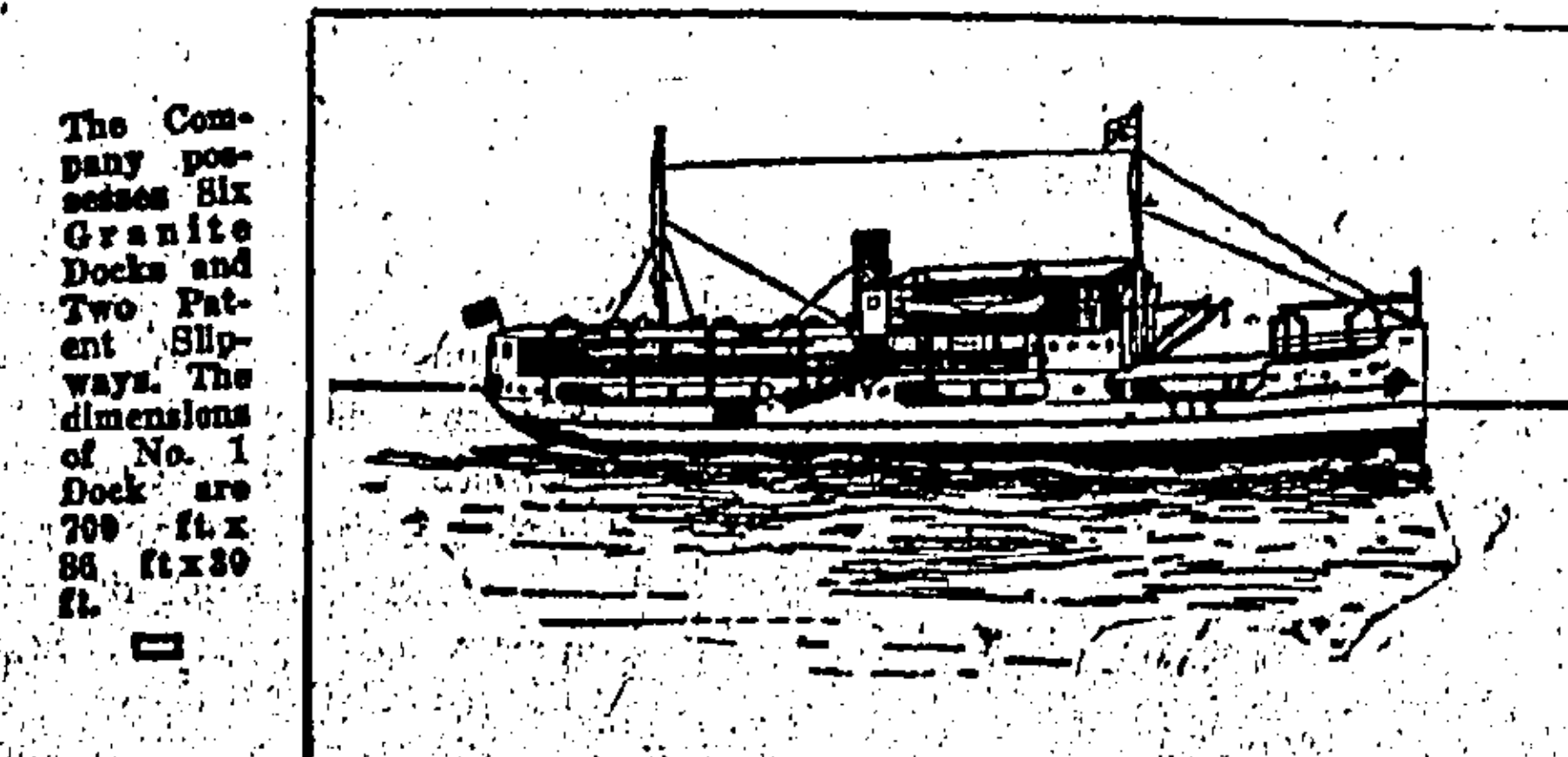
Agents.

Telephone C. 1833.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

DOCK OWNERS, SHIP BUILDERS, MARINE AND LAND ENGINEERS, BOILER MAKERS, IRON, STEEL, AND BRASS FOUNDERS, FORGE MASTERS, ELECTRICIANS.



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Single screw steel passenger and cargo motor ship. Dimensions: — 154' 0" R.P. x 28' 0" Mld. x 11' 6" Mld.; D.W. 470 tons; R.H.P. 360; Speed 10½ knots. Hull and machinery installed by The Hong Kong & Whampoa Dock Co., Ltd., to the order of La Naviera Filipina Inc., Cebu for Philippine coasting service.

Please address enquiries to the Chief Manager:

R. M. DYER, R.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

Codes Used:
A1, A.B.C.
Fifth Edition
Revised
First & Second Editions
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and
Watkins.

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bring to mind steps that may be taken
to protect the fragile and susceptible.

"WATSON'S" MALT EXTRACT with COD LIVER OIL

increases one's natural Power of
resistance.
Prepared from British winter malted barley and cod
liver oil specially selected for its vitamin content. Its
palatability makes it acceptable to the most fastidious.

PRICE:—1 lb. Bottle \$1.40
2 lb. Bottle \$2.00

A. S. WATSON & CO., LTD.

THE HONG KONG DISPENSARY.

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AND

RADIOTRON TUBES

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G. FALCONER & CO (HONG KONG) LTD.

WATCHMAKERS & JEWELLERS
DIAMOND MERCHANTS.
Union Building (Opposite G.P.O.)

Agents for: ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
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ENGLISH SILVERWARE direct from Manufacturers.
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Hong Kong, Wednesday, Feb. 5, 1930.

'WARE SMALLPOX!

The close connection between
Hong Kong and Canton naturally
impels an interest in the health
problems of the two great centres
of the south-west. It has been
invariably found that when an
epidemic rages in Canton there is
an exodus of Chinese to this
Colony, and vice versa.

The Chinese masses dread con-
tagion, whilst they are usually
the last to co-operate with the
authorities either in Hong Kong
or Canton in an effort to stamp
out contagious diseases. Thus,
in this Colony the dumping of
bodies of children—presumably
the victims of smallpox—has
again commenced, a couple being
found on the public road in the
Shamshui district last week.

And there was one case where a
child was found alive in a pail
and left for some hours in full
gaze of passers-by before being
removed, or where it was taken to
no one appears to know. All the
information forthcoming from
the Chinese of the area concern-
ed is that the pail containing the
live child was seen one day and
then removed some hours later.

This kind of thing naturally
handicaps the health authorities
in coping with the outbreak of
smallpox, and will continue to
handicap them so long as the
practice of dumping bodies is re-
ported to by those who are
soured to notify the disease test

the patient be removed to an
isolation hospital and the contacts
all segregated.

While excellent work is
being done by the members of St John

Ambulance Brigade in giving
free vaccinations, it is to be fear-
ed that the disease shall never be
properly stamped out until the
Colony has a quarantine station
sufficiently large to hold all the
patients and contacts. It is cer-
tainly all wrong to permit patients
to be treated in their own homes.

The pasting of an intimation on
the door notifying those concerned
that there is a case of smallpox
inside is as often as not a mere
waste of time and labour for all
the notice that the Chinese take
of it. That may perhaps stop
ingress by neighbours and
strangers, but it certainly cannot
stop the egress and ingress of
those belonging to the same
house. Only yesterday it was re-
ported that 22 fresh cases of
smallpox had been notified, which
goes to prove that the disease,
instead of diminishing, is rapidly
spreading in spite of all the good
work done in the direction of free
vaccination.

Before the epidemic assumes
much greater proportions much
more drastic measures must be
enforced by the health authori-
ties. They cannot be permitted
to allow so-called susceptibilities
(another word for resent-
ment at official action)—
of the Chinese masses to influence
their course of action. The lives
of the entire community, Chinese
and non-Chinese, are being
jeopardised under the present
grossly unsatisfactory system.

We do not desire to pose as
alarmists. The official figures of
notified cases tell their own sad
tale. But no one can tell how
many bodies or live juvenile pa-
tients are being dumped through-
out the Colony. Let it never be
said, therefore, to our discredit
that the lessons of the great
plague epidemic have been entire-
ly forgotten.

News in Brief

Mr. R. C. Olive, of Hong Kong,
has succeeded Mr. Buchan, at the
Ipo agency of the Hong Kong and
Shanghai Bank.

The forthcoming wedding is an-
nounced of William Robert Oswald,
Sal Wan Terrace, Quarry Bay,
Hong Kong, to Margaret Hutchison,
travelling to Hong Kong on board
the s.s. Rawalpindi.

A presentation is to be made
this evening at the Wesleyan
Soldiers and Sailors' Home, Praya
East, to Mr. and Mrs. Chas. Mak-
ham on the occasion of their Silver
Wedding and forthcoming departure
from the Colony.

Rev. G. T. Waldgrave, M. A.,
Chaplain of the Mission to Seamen,
Hong Kong, sailed for England on
board H.M.S. "Barwick" yesterday.
The Rev. H. V. Broadham, M. A.,
will act as Chaplain at the Seamen's
Mission, 21, Praya East, until Mr.
Waldgrave's return in September.

MR. S. B. PLATT OF NAVAL DOCKYARD

BURIED IN PROTESTANT
CEMETERY

A BRIEF ILLNESS

It is with regret that
the China Mail has to an-
nounce the death of Mr. Samuel
Buckley Platt, a member of the
Chief Engineer's Department at
the Royal Naval Yard, which oc-
curred at the Royal Naval Hos-
pital late on Monday night.

Mr. Platt was 45 years of age
and had been in the Colony for only
18 months. A native of Oldham,
Lancashire, he came here from
Devonport, and during his short
stay here, he had made himself very
popular among his colleagues and
all those who came in contact with
him. He was a member of the
Craigengower Cricket Club and also
of the Dockyard Recreation Club.

Always in delicate health, he con-
tracted diabetes about a fortnight
ago, and was at once removed to the
Naval Hospital for treatment, but,
as stated above, passed away on
Monday night.

The funeral took place at
the Protestant Cemetery yester-
day afternoon. A large
number of friends and colleagues
were at the graveside to pay their
last respects. The Rev. C. H.
Hewitt, Chaplain, Royal Naval
Dockyard, conducted the service.

Mr. Platt left a widow and two
children at home to mourn his
loss, for whom the deepest sym-
pathy is extended.

Floral tributes were received
from the following amongst
others: Commodore R. A. S. Hill,
Officers and staff, Chief Engineer's
Department, No. 1 Fitters, Chief
Engineer's Department, officers
and staff, O.C.W.'s Department,
the storekeeping staff, Naval Store
Department, Chief Constructor's
Office staff, the Electrical Depart-
ment, the storekeeping staff, Naval
Store Department, members of the
Commander of Dockyards staff,
the chargemen, Chief Engineer's
Department, the Civil Secretary
and Cashier, the European office
staff, Naval Store Department,
members of the Royal Naval Yard
Police, Mr. and Mrs. Arthur A.
Lopes, Mr. and Mrs. A. H. Basto,
Mr. L. E. Basto, Mr. Pun Ping-
nam; members of the Dockyard
Recreation Club, Professional
Officers' Society, the Agreement
Employees' Association, the Com-
missioned and D.O.'s Club, the
R.D. & A.T.O.A.

MRS. L. F. PEREIRA

The funeral of Mrs. Ludivina
Francisca Pereira whose death
occurred at her residence, 2,
Granville Road, Kowloon, at 4 a.m.,
on Tuesday, took place at the
Catholic Cemetery, Happy Valley,
last evening, being attended by a
large gathering of members of the
local Portuguese community in
which her family was well known
and highly respected. Many mourn-
ers of other nationalities were also
present, and there was a profusion
of floral tributes.

Much sympathy is felt for her
five children, Mr. Tom M. Pereira,
Miss E. Pereira, Mrs. C. M. Soares,

WIDOWS BURNT ALIVE

THE ABOLITION OF "SUTTEE"

[By Gerald Griffin]

It was a bold step by the Govern-
ment of the time being to
abolish the custom of "Suttee" or
"Sati." Incidentally, this word,
meaning "a pure or virtuous
woman," was applied strictly to the
person, immolated, not to the rite.
High-caste Hindu widows deemed it
a sacred duty to burn themselves
alive on the funeral pyres of their
husbands.

This hideous custom was prac-
tised particularly in Lower Bengal,
where for centuries the number of
wretched women annually burnt,
some voluntarily and even eagerly,
or led stupefied by drugs, fluctuated
between 600 and 800. In 1823 there
were 675 widows burnt in Bengal,
310 of them within the area of
jurisdiction of the Calcutta court.

Savagery of this kind was no
more an essential part of the Hindu
religion than the burning of witches
was an integral part of Christian
ritual. How or when it came into
India is not clear, but certainly it
was practised at the time of the
invasion of India by Alexander the
Great, and there are grounds for
assuming that it was originally a
legacy of hordes of invaders. Long
before the time of Lord William
Bentinck efforts had been made by
enlightened Orientals to suppress it.

Laws were passed in the time of
Akbar, the great Mogul emperor,
forbidding Hindus to burn widows
unless permission were granted by
the local governors at the request
of the widows.

No instructions, expressed or im-
plied, can be found in the Vedas
justifying a custom which, long
before its suppression, was abhorred
by most civilised Hindus. Yet cer-
tain sections of the Brahman priest-
hood tried to deter Lord William
Bentinck from his task by declaring
that self-immolation was a rite en-
joined on all high-caste Hindu
women by a divine ordinance, and
that the intention of the Govern-
ment to suppress it was a direct
attack on the Hindu religion. To
support their contention they quoted
a garbled extract from the Vedas.
But, in spite of their protests, the
Act was passed, and the forebodings
that riots would follow proved un-
founded. Only one tentative move
to get the Act repealed was made,
and that was in 1832, when an

appeal against it was dismissed by
the Privy Council.

Long before Lord William
Bentinck had definitely tackled the
problem it had been approached
cautiously by British rulers in
India. Under Lord Cornwallis pub-
lic officers were instructed to refuse
consent to the burning of a widow,
if this was asked for, but were
debarred from officially preventing
it being carried out. In 1805 Lord
Wellesley anxiously considered the
problem, and threw out feelers with
a view to legislative action, but
nothing practical ensued.

In 1813 it was ordered that the
burning of widows should not take
place without communication with a
magistrate or principal officer of
police, who was to ascertain that the
act was entirely voluntary, that the
widow was not under the influence
of drugs, and that she was not
under the age of 16. The police
had to be present to see that no
violence was employed, and that no
attempt was made to thrust the
victim back into the flames if she
tried to escape.

After the passing of the 1829 Act
a provision making the practice of
burning widows or burying them
alive illegal was embodied in every
treaty with a native State. In
subsequent years there were occa-
sional efforts to revive the cruelty,
and then only in regions outside
British jurisdiction. And as the
decades rolled on there was a ten-
dency among all natives to regard
the barbarities with horror and
disgust.

Many years ago I heard my uncle,
the late Sir Peter Freyer, tell how,
when he was a young surgeon in
India, he heard expressions of ab-
horrence on all sides from all castes
with regard to the self-immolation
of several of the wives of Sir Jung
Bahadur, the Prime Minister of
Nepal, on his death in 1877. Only
one dissentient voice did he hear.
A proud, high-caste Hindu not only
approved of the holocaust of widows
in Nepal, but boasted that his
grandmother had been burnt alive
on the funeral pyre of his grand-
father.

Ten Years Ago

[From the "China Mail"
February 4, 1920.]

To-day's dollar is worth 5/- 8/4d.

Yesterday H. E. the Governor re-
ceived a deputation of the Commit-
tee of the Constitutional Reform
Association. It is understood His
Excellency expressed himself sym-
pathetically upon the question of
the principle of election, instead of
nomination, in the case of the non-
Chinese unofficial members of the
Legislative Council, also upon the
question of there being a larger
electoral body than at present for
the election of some of the unofficial
members.

SERIOUS CHARGE

A warrant has been issued for
the arrest of a Chinese named K. C.
Hok, alias Ho Ko-chuek for the "un-
lawful possession of property
valued at \$12,000, knowing same to
have been stolen from the United
States Shipping Co."

MEN, WOMEN, AND AFFAIRS

"Loss of Face"

COMMENTING on the Sino-Rus-
sian dispute over the C.E.R.,
the China Times says that China
made a series of four mistakes
which are responsible for the loss
of China's "face" and sovereign
rights. The pro-Japanese faction
of the Manchurian Government,
in the first place, thought that
Japan would aid China in taking
back the C.E.R. by force, thus in-
creasing the annual revenues of
the Three Eastern Provinces by
\$70,000,000, and was greatly dis-
appointed by Japan's non-inter-
ference. Secondly, China should
have been satisfied with the dis-
missal of the Russian Managing
Director of the C.E.R. and not
have dismissed the Russian em-
ployees of the railway in a whole-
sale manner, thus making the
situation more serious. Thirdly,
while the Nanking Government
appealed to the various Powers
for support on the basis of the
Kellogg Anti-War Pact, the Man-
churian authorities were unable to
wait. Fourthly, Mr. Tsai Yang-
sens, at the preliminary Sino-Rus-
sian conference held at Har-
bin, exceeded his instructions
by discussing questions beyond
his competence, and signed the
Hartbarovsk Protocol, which is
responsible for the loss of China's
"face" and sovereignty, without
the permission of the Central
Government. In conclusion, the
journal expresses the hope that
Mr. Moth Tshun, the new Chin-
ese Director of the C.E.R., who
was appointed to represent
China at the formal Moscow Con-

ference, will make a special
effort to uphold China's prestige
and protect her sovereignty.

Anomalies in Court

It appears that anomalies can hap-
pen even in a military court.
Two of the counsel who took part
in the Madrid court-martial of thirty-
five artillery officers have now been
arrested themselves.
The late Sir Edward Marshall Hall
used to tell a story of an even
greater paradox within his experi-
ence. When a certain defendant's
name was called he stood up in the
jury box.

"You can't sit on the jury in your
own case!" said the judge.
"No," replied the would-be jury-
man, "I thought it was a bit
of luck being empanelled!"

At a House-Warming

CAPTAIN Cunningham-Reid is a
"man," as Kipling would say, of
"infinite resource" and "agacity."
Proof of this was given to those
who attended the "house-warming"
party which he and his wife, a
sister of Lady Louis Mountbatten,
gave recently.

Though the Cunningham-Reids have
been in the Brook Street house for
some time this was their first party.
For Captain Cunningham-Reid has
been kept busy "nursing" a constitu-
ency in Southampton.
As to the "resource and agacity,"
it was found that there was no
place in the house capable of being
converted into a squash court.
"Never mind," said Captain
Cunningham-Reid, "we will hang one
on the wall." And there it is—a
most precarious-looking thing with
no visible means of support.

Flying Woman's Licence

MISS Steele O'Brien, who lost a
leg in a flying accident at Mill
Hill, near London, last year, has
now sufficiently recovered to be
able to resume aviation.

Indeed, her flying certificate, which
she lost temporarily during her in-
capacity, has been restored to her,
and she thus becomes one of the few
pilots holding a licence in spite of
the loss of a limb.

A Search for Snuff

THE snuff-taking habit is far more
prevalent than is generally sup-
posed, and the late Mr. T. P.
O'Connor was not the only celebrity
to be addicted to it in the twentieth
century. Many well-known clubs
have a silver box of snuff at the
cashier's desk, from which members
can take a pinch as some consolation
for having had to pay the bill.
But to buy snuff in the West End
is most difficult. Nearly all
the tobacconists' shops in Piccadilly,
Bond Street, and Jermyn Street were
closed without success. In one
large antique jar, labelled "Prince's
Mixture" was admittedly kept for
ornament only. In several a negative
response to inquiries was given with
some degree of haughtiness. "Kondal
Brown" was run to earth in a tiny
shop in Shepherd's Market.

Political Stability

ABANDONMENT of make-believe,
is the advice given by the Pe-
king & Tientsin Times to China.
Japan, won out when the West laid
its irresistible hand upon her by a
bold, practical policy. She sought the
substance always, and religiously
avoided the shadow. Neither Nanking
nor any other Government, in the
North or elsewhere, will succeed so
long as make-believe has even a
minor part in its system. In this
evil line one of the fundamental causes
of Nanking's failure to achieve a
single item of the avowed programme
of political stability and economic re-
construction—a programme that en-
titled the current support and sym-
pathy of all intelligent foreigners,
and aroused the most lively hope of
the people.

32, George & Building, Ice House Street.
Tel. C. 1251. HONG KONG

THE MOST ISOLATED AREA IN ASIA

VAST REGION FOR 1,000 YEARS' SCENE

HISTORICAL PROCESS

One of the most desolate areas on the world's surface came to the attention of a Lowell Institute audience by picture and story, when Sir Aurel Stein, recently retired from the archaeological department of the Government of India after forty-two years of service, began a course on his "Explorations in Innermost Asia."

The speaker began with a survey of Chinese Turkestan and its border regions in geography and history. He presented a bird's-eye view of the vast Central-Asian region which he had under his orders and at the expense of the Government of India carried out his three successive expeditions of archaeological and geographical expeditions (1900-1, 1906-8, 1913-16). Extending over a period of seven years, these explorations enabled him by marches on horse, camel and foot to cover distances aggregating 25,000 miles.

That region, comprising Chinese Turkestan and the extreme north-western borderlands of China proper, claims distinct interest both on account of the geography and history, even though the greatest portion of it is unmitigated waterless desert. It comprises those vast basins, elevated and drainageless, which extend almost halfway across the central belt of Asia. This vast region, measuring some 1,600 miles in a direct line from east to west and nearly 600 miles from north to south, might well seem to have been intended by nature to serve far more as a barrier between the lands which have given to the earth its great civilizations than to facilitate the exchange of their cultural influences. Most of it is occupied by huge stretches of desert and covered with moving sands, bare clay, gravel or salt. Yet it is along the few routes leading close to the fringe of these deserts or crossing them that this exchange between the ancient civilization of China on the one side and the cultural sphere of India, Persia and the Hellenized Near East took place.

Great Mountain Ranges

Sir Aurel Stein first took his audience along the great mountain ranges which enclose those drainageless basins of the Tarim, the Suloh and Etsin-gol. Starting from the snowy Hindukush and the Pamirs, he showed the almost impenetrable barrier raised to the south towards India and the Tibetan plateaus by the mighty mountains rampart of the Kunlun with its glacier-crowned crest line close on to 20,000 feet and its utterly barren outer ranges. His exact topographical surveys covering altogether some twenty-seven degrees of longitude had been extended eastward along the high Nan-shan ranges, that continuation of the Kunlun, right to the Pacific watershed. Then, turning to the northern rim of these basins, he rapidly described the arid wastes of the Pei-shan "Gobi" and the long-stretched range of the Tien-Shan, the Celestial mountains, which divide them from Mongolia and Dzungaria, those belts of great nomadic migrations.

Most of the Tarim basin, stretching over a distance of more than 900 miles, is occupied by the huge central desert of bare sand dunes known as the Taklamakan. With two exceptions all the rivers descending from the snowy ranges lost themselves in this "sea of sand." But the ancient tales which Sir Aurel explored in the Taklamakan prove that several of these terminal river courses carried their water considerably farther into the desert within historical times. The discovery and clearing of the remains at those ancient sites was facilitated by the eroding force of the winds which, during a considerable portion of the year, sweep across the desert and abrade the surface of the clayey soil. The photographs thrown on the screen showed how the ruins of ancient dwellings, or charads, etc., having protected the soil beneath, now invariably rise on island-like terraces high above the wind-eroded bare ground close by.

Owing to the extreme aridity of the climate cultivation wholly depends on canal irrigation. Hence, human occupation within the Tarim basin has always been confined to a small string of oases between the Taklamakan and the bare gravel glaciers of the mountains.

A Salt Sea

Even more desolate than the Taklamakan is the terminal depression of Lop forming the eastern extremity of the Tarim basin. Its most forbidding feature is a great salt-encrusted bed marking the position of a prehistoric salt sea. In the now equally lifeless ground adjoining the northwest, all that remains of the ancient civilization is a vast necropolis of mounds and a vast necropolis of mounds and a vast necropolis of mounds.

Lou-lan. Through this now wholly waterless waste and across the area of the dried-up sea there had passed the earliest Chinese route leading into Central Asia and thus to the western world. In a subsequent lecture Sir Aurel proposes to describe the venturesome explorations by which he succeeded in tracking the vestiges of the ancient route.

The Suloh basin reaching to the east of the Lop desert is also incapable of human occupation except at a few oases. Yet it was of historical importance as it forms a natural corridor leading from north-western China into Central Asia. A later lecture will describe how Sir Aurel discovered and explored the remains of the ancient Chinese Lines or fortified border-line which was constructed across desert ground a little more than 2,000 years ago in order to protect the line of communication against Hun raids. Farther to the east there is a broad belt along the foot of the Nan-shan which with moisture derived from the Pacific renders fertile, and which became in history a very important "land of passage" between China and Central Asia.

Opens Up New Region

The vast region thus rapidly sketched by the lecturer was destined to serve for a thousand years as the principal scene of an important historical process, the early interpenetration of Chinese, Indian and Western civilizations. The story recorded in the precise and reliable annals of the Chinese Han dynasty starts with the adventurous Central-Asian mission entrusted by the great Emperor Wu-ti in 138 B.C. to Chang Chien. It immediately object was political, to secure the aid of the great Yuch-chih, the later Indo-Scythians against the Hsiung-nu or Huns, those hereditary foes of China who had ousted them twenty years before from their old seats along the northern foot of the Nan-shan. The young Chinese officer failed to achieve this aim, but when after an absence of thirteen years and many hardships he regained China, with only one companion surviving out of the hundred with whom he had started, Chang Chien became the pioneer of China's intercourse with Central Asia and the West. He first revealed to the Chinese the existence of great civilized populations westward. The importance of securing access to them for the sake of trade, especially in silk, was realized and quickly led to a policy of expansion.

By 121 B.C. the Huns were finally ousted and driven north, the military advance being quickly followed by a rapid organization of Chinese political and commercial missions. Before long they began to have trouble from petty chiefs in the Tarim basin and from raids by the Huns. Thus the need for military protection was seen. So the Chinese started military colonies along that natural corridor westward and the construction of a wall to protect it. In 102 B.C. a Chinese expedition of 60,000 men triumphed over all difficulties of nature and the prestige of China was so strengthened that henceforth Chinese control of the Tarim basin remained unbroken for more than a century.

Abundant remains of ruined settlements which Sir Aurel's explorations have brought to light beyond the termination of the Niya River and in the Lop Desert comprise carefully constructed houses, household furniture, fine wood carvings, decorated textiles, as well as written documents in a variety of languages on wood, leather, silk and paper.

BIRTH OF ALPHABET

Discoveries in Syria Throw a New Light

An entirely new page in the history of mankind was deciphered last spring by French archaeologists working in Syria. Their discoveries of towns, palaces, and tombs several thousand years old have thrown a new light on an almost prehistoric age extending from the time of Abraham to that of Moses (says an overseas journal).

This period has now ceased to be legendary, as far as Syria is concerned. With the documents unearthed, historians soon can tell in detail the ancient from the time of Abraham. In August the French Academy of Inscriptions heard two reports of young savants recently returned from Syria, and both these reports have been considered by older historians, and scientists as likely to open a new era in archaeology. The first was that of A. F. Schaeffer, curator of the Strasbourg museums, on finds made by him on the old town of Latakia. In the poor Alewite village, called Beited Cedra, and Ras Shamra, Schaeffer, and his assistant, George Chehab, found the ruins of a palace, built about 1800 B.C., approximately the time of the Exodus, and a vast necropolis with princely underground tombs. Although these underground tombs, which were built in stone and had carved and robed several

thousand years ago, they still contain many valuable indications of the religious rites of those who built them.

But the most remarkable discovery of the archaeologists was a library of about sixty tablets, found in the grounds of the palace. Some of the tablets, written in Babylonian cuneiform signs—the diplomatic language of that time—were letters from Egyptian Pharaohs to the Princes of that mysterious town whose name the savants have not yet discovered. Some others were the inventory of the King's treasures.

But the most interesting among them have not yet been deciphered, as they were written in what is believed to be the world's first alphabet. Twenty-six, or twenty-seven letters could be discerned in it, but it probably will be some time before the experts in old alphabets identify the sounds these letters represent. The excavations in Ras Shamra will be continued next spring—spring being the only season when digging in Syria is possible. On that site evidently existed a large town—possibly an Aegian colony—that was a centre for trade with Egypt and Greece and Cyprus.

Before Abraham No less interesting than M. Schaeffer's report was the communication made at the academy by Count du Mesnil du Buisson on his digging at Katna, in the middle Syrian desert. The town of Katna has long been known to historians, but no one could indicate its location.

Advised five years ago by a Jesuit missionary, the archaeologist explored part of the desert near Mishrif, where an accumulation of sand indicated the probability of finding an underground town, and Count du Mesnil unearthed there the ruins of three towns, built one over the other. The first, of which only the gates could be discovered until now, had existed in the third millennium B.C., before Abraham's time. The second had been built about 2,300 B.C., and destroyed by invaders in 1375 B.C., and the third was evidently of the Neo-Babylonian era, at its maximum of prosperity under Nabuchodonosor's reign.

HILL OF MEMORIES

Old Montmartre and Its Ghosts

The "Moulin Rouge" has just been converted into a talking-picture house, and once more the foreign tourist talks sadly about "changing Montmartre." And yet Montmartre would still keep its individuality if all the other Paris show-places, with their artificial Bohemianism, so dear to the British and American visitor, went the way of the "Moulin Rouge."

For it is not these blatant entertainments and these risqué rhymes of the chansonniers, housed in garish casinos or in grubby dives and cabarets dotted around the base of the Butte, that constitute the soul of Montmartre? Every city, after all, is but the reaction of the mind thrown into it, and only to the sympathetic student of history does the real Montmartre respond. To sense the presence of that soul you must follow the tortuous, narrow Rue Lepic, right up to where the gleaming Byzantine cupolas of the Sacre Coeur pierce the clouds—and shun the hideous funicular.

Tumble-Down Houses As you thread a zig-zag path among tiny, tumble-down houses, old Montmartre will hug you to its heart. Montmartre that was an acropolis impregnable to Roman and Frank invader in days gone by; Montmartre redolent of the romance of the Middle Ages of Paris; Montmartre linked with memories of the martyrdom of St. Denis, the first Archbishop of Paris. Mons Martyr—the Mount of the Martyrs!

Once more there soar heavenward before you, on the apex of the hill, the towers and cloisters of L'Abbaye Royale de Montmartre, whose first abbey was beheaded by the Gaulish invader, and whose last ruler perished under the guillotine of the Revolution. And in the shadow of that abbey conjured up by your day-dreams you see once more, whirling on the skyline, the quaint old windmills whose memories are perpetuated in the Moulin Rouge, Moulin Bleu, Moulin Blanc, and Moulin de la Galette. The phantom mill-sails whirl on slowly and solemnly as you thread your way uphill along the crazy, crooked streets, inaccessible (thank goodness) to motorists. Hens strut and cluck and peck in the fairway; you fancy they peck ghostly grain dropped from the sacks of millers dead centuries ago.

Fleeced Deeds of War Memory conjures up, also, fierce deeds of war on the slopes of the Butte. From this hill Henry of Navarre bombarded Paris in 1590; here there was a fierce conflict between the French and the "Alles in 1814" and here took place the battle of the Communards and the troops of Versailles in 1871 during the Franco-Prussian war. And in addition to medieval and modern wars, the hill has been the scene of many a battle of the heart.

Steady, purposeful propaganda, said Mr. C. R. Fairly at a luncheon, had conveyed a false impression of aircraft progress abroad. British aircraft and engines were technically far in advance of those of any other country. Montmartre exhales the genuine atmosphere of Bohemian Paris of the nineteenth century—the Paris of Balzac, Helms, Beranger, and de Musset. Drop into "Le Lapin Agile," whose rafters echoed the songs and epigrams of poets and artists forty to even eighty years ago. Their successors, the genuine Montmartrois, to-day, still go there. Gaze lovingly at its worm-eaten palisade and the gnarled aged trees that overshadow it—for its days are numbered. It will soon be but a memory, like the house of Berlioz close by, which has been pulled down to make place for a concrete Colosseum.

When these things disappear one feels a blow has been dealt at the heart of old Montmartre.

ST ANDREW'S

Annual Meeting of Congregation

A NEW CHAPTER

The annual meeting of the St. Andrew's Church, Kowloon, was held in the Church Hall yesterday, the attendance being fully representative of the congregation.

The Vicar (the Rev. W. Walton Rogers), in welcoming the gathering, said later all: "I bid you all a hearty welcome to this annual meeting, and am glad to see it so well attended. It augurs well for our first year's work under the new Trust Ordinance, which has recently been passed. I trust that under it we shall go from strength to strength."

"We are to-day commencing to write a new chapter in the history of St. Andrew's Church. When Mr. Hunt has read the report of the Vestry for the past year, he will bring to a close the period of nearly 25 years during which the Vestry has faithfully discharged its duties to the Church. "I must once again gratefully acknowledge the work of the Rev. C. B. and Mrs. Shann, while Mr. Rogers and I were on furlough. They had a heavy task on the top of their other duties, and we should like them to know that we are all grateful for the way in which it was carried out."

Church Report

The Secretary, Mr. J. H. Hunt, in presenting the report, said:—The chief business before the Vestry during the year has been the consideration of the clauses of the new Church Ordinance.

The close attention given to the finance of the Church has resulted in the healthy condition of the balance sheet for this year, and are greatly indebted to Mr. Stapleton.

The Vicar, the Rev. W. W. Rogers, and family went on leave in April. Through the kind co-operation of the Church Missionary Society the help of the Rev. C. B. Shann was secured to take the place of Mr. Rogers. We appreciated the manner Mr. Shann conducted the Vestry meetings during Mr. Rogers' absence.

For some while the Vestry had recognized the necessity of having an assistant clergyman, but owing to financial uncertainty the appointment had to be delayed. As soon as circumstances allowed the appointment of Rev. E. A. Armstrong was made. He arrived in the Colony during October. We hope that this increased clerical help will make for progress in the affairs of the Church.

Mr. P. Sands, who had been Lay Reader for five years, left the Colony in July. Mr. Sands rendered splendid service to the Church and he will be greatly missed.

Mr. R. Baldwin, Organist and Choir-master, will shortly be going on leave. The Vestry has made an agreement whereby the services of Mr. Baldwin will be retained for a further term of four years on his return from home.

By the passing of the new Church Ordinance this Vestry has given place to the Church Council and thus a body which has carried the responsibility of the Church affairs for many years becomes extinct. It is hoped that the new body will show the same earnestness and enthusiasm as the old.

Officers Elected

(1) Board of Trustees, Diocese of Victoria, Hong Kong—Mr. J. H. Hunt and Capt. R. D. Thomas.

(2) The Church Council (16 members in all). The Vicar and Rev. E. A. Armstrong (ex-officio), Messrs. R. Baldwin, J. I. Barnes, C. Carruthers, C. Franklin, H. Gittins, O. B. Raven, F. W. Stapleton, E. C. Thomas, Capt. R. D. Thomas, C. Westcott, and R. H. Wong; Mrs. Rogers, Mrs. Donald, and the Messrs. Clarke, Robinson and Rogers.

(3) Representatives on the Diocesan Conference: Capt. Thomas, Mr. Thomas, Miss Robinson, Mrs. Rogers, Mr. O. B. Raven, Miss Clarke, Mr. Barnes and Mr. Franklin.

(4) Auditor—Mr. T. A. Martin.

(5) Wardens—Vicar's Warden—Mr. J. H. Hunt. People's Warden—Mr. F. W. Stapleton.

The reports of the different organizations of the Church were then read by the respective secretaries, and the Vicar closed the meeting with Benediction.

Answering a call about 3:30 p.m. yesterday, fire engines from the Shamshui and Mongkok stations rushed to a house in Ap Lei Street, Shamshui, only to find that the chimney had become ignited, and that the occupants had been successful in dealing with the outbreak.

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P'RAPS — P'RAPS NOT!

Walter: "Yes, sir—those are the very best eggs we have had for a year."

Diner: "Oh! Well, bring me two that you've had only about six months."

"Awfully sorry I can't stay," apologised the pompous young man, "but I've got a pressing engagement! Au revoir!"

Then he left, jumped on a tram-car, went to his "digs," and ironed his other suit.

Browne was proudly conducting his friend over his works office. It was really an elaborate affair, and his friend duly admired its qualities.

"Yes," he said, "you've got an up-to-date office. I suppose you will have all the furniture insured?"

"Everything," declared Browne, "except that expensive clock you see hanging on the wall."

"But," remarked his friend, "you don't worry," interrupted Browne. "All the employees watch that!"

This Scottish story may or may not be new. A Scot went into a chemist's shop and bought a sponge and a tooth brush. On his way home, reckoning up his money, he found the chemist had only charged him one and six for the tooth brush instead of two and six, and his conscience smote him on the subject.

(Yes, Scotsmen have consciences.) So turning back to the shop he was distressed to find when he got there that it was closed, being early closing day. Still the people could be heard inside and being anxious to do the right thing he tapped on the window with the sponge.

Editor: "We're all ready for the big Sashwaite trial now. Professor Jungfreud will write of it from a psychological standpoint, and, in addition, we're sending a minister, a Congressman, two playwrights and three novelists. But I wish we could do something original, something different from what other papers are doing. Having you any suggestions?"

City Reporter: "Well, you might try sending a reporter."

A free-lance journalist found himself on a train without a ticket. When the inspector appeared he told him that he had left his pocket-book at home, but that he was on the staff of the Daily X—

"All right," said the official, "come forward to the next car. We've the editor of the Daily X aboard; he'll identify you."

There was no turning back, so the passenger followed the inspector. To his great surprise, however, the man, looking up from his paper, said simply, "Yes, inspector, that's all right, the man is on my staff."

When the inspector had departed, the free-lance expressed his gratitude to the great man for his magnanimous falsehood. "Oh, don't mention it," said the other. "You see, I'm not the editor of the Daily X—"

EXCHANGES

TO-DAY'S QUOTATIONS

On London—

Bank wire 1/8 3/4
Bank on demand 1/8 5/16
Bank, 80 days' sight 1/8 1/2
Bank, 4 months' sight 1/7 1/2
Credits, 4 months' sight 1/7 1/2
Documentary 4 months' sight 1/7 1/2

On Paris—

On demand 947 1/2
Credits, 4 months' sight 1022 1/2

On Berlin—

On demand 37 1/2
Credits, 60 days' sight 38 1/2

On Bombay—

Wire 102
On demand 102

On Calcutta—

Wire 102
On demand 102

On Singapore—

On demand 65 1/2
On demand 74 1/2

On Shanghai—

On demand 80
80 days' sight (private paper) 80

On Yokohama—

On demand 75 1/2
Gold Leaf, 100 fine (per ton) 12.31
Silver (per oz.) 19 15/16

Bar Silver in Hong Kong—

Kong Par.
Copper Cash Nominal
Copper Cents 8% prem.
Rate of Native Inter. 7% p.m.

HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 5th February, 1930.

STOCK	Buyers	Sellers	Sales	Norm.	Fin. year ended	DIVIDEND	PAID
Banks.							
Hong Kong Bank	1825	1815	30	Dec.	Final 24 s/a 1929 (12c. ex. 24c. on preferred for 1924 and 1925) Free 7/10c 1/2Tax	Pending	
Chartered Bank	161	161	Dec.	Final 24 s/a 1929 (12c. ex. 24c. on preferred for 1924 and 1925) Free 7/10c 1/2Tax	Sep. 12, 29		
Mercantile Bk., Ltd. C. S.	101	101	Dec.	Final 24 s/a 1929 (12c. ex. 24c. on preferred for 1924 and 1925) Free 7/10c 1/2Tax	Oct. 29		
Bank of Asia	96	96	Dec.	91 for 1929	Pending		
Insurance.							
Canton Ins.	715	715	Dec.	Final 24 s/a 1929 (12c. ex. 24c. on preferred for 1924 and 1925) Free 7/10c 1/2Tax	May 23, 29		
Union Ins.	370	370	Dec.	Final 24 s/a 1929 (12c. ex. 24c. on preferred for 1924 and 1925) Free 7/10c 1/2Tax	May 24, 29		
China Underwriters	170	185	Dec.	None			
China Fire Ins.	940	940	Dec.	Final 24 s/a 1929 (12c. ex. 24c. on preferred for 1924 and 1925) Free 7/10c 1/2Tax	May 24, 29		
H. K. Fire Ins.	926	926	Dec.	913 for 1929	Mar. 26, 29		
Shipping.							
Douglases	25 1/2	25 1/2	Dec.	Last dividend for 1924			
H. K. Steamboats	27 1/2	27 1/2	Dec.	61-50 for 1929	Pending		
Indo-China (Pref.)	45	45	Dec.	1924-25 2c. on preferred for 1924 and 1925	June 18, 29		
Def.	70	70	Dec.	Last dividend for 1924			
Shell Transport	36/10	36/10	Dec.	1924-25 2c. on preferred for 1924 and 1925	Jan. 6, 30		
Union Steamships	23 1/2	23 1/2	Dec.	61-50 for 1929	Jan. 31, 29		
Mining.							
Benguet	5 1/2	5 1/2	Dec.	Interim 20 cents a/c 1929	Dec. 29		
Kailan Mining Ad.	54 1/2	54 1/2	June	Final 24 s/a 1929 (12c. ex. 24c. on preferred for 1924 and 1925) Free 7/10c 1/2Tax	Dec. 17, 29		
Langkat (Comb.)	13.60	13.60	Oct.	Last div. for year 31-10-27			
(Single)	1 1/2	1 1/2	Oct.	Last div. for year 31-10-27			
S'hai Exploration	1.80	1.80	Dec.	None			
Loans	5	5	Dec.	Last dividend for 1929			
Raubs	19 1/2	19 1/2	Mar.	Interim 10 s/a year 31-3-20	Dec. 12, 29		
Tromoh Mines	31 1/2	31 1/2	Dec.	4th. less tax Coupon No. 91	Sep. 30, 29		
Docks, Wharves, Godowns, &c.							
H. K. & S. Wharves	150	150	Dec.	85 for 1929	Mar. 7, 29		
H. K. & W. Docks	32	32	Dec.	Last dividend for 1924			
China Provident	5 1/2	5 1/2	Dec.	Last dividend for 1924			
Hongkong	106	106	Dec.	Interim T. 3 s/a 1929	Sep. 12, 29		
N. Engineering	7.60	7.60	Dec.	T. 0.60 ordinary for 1929	Mar. 15, 29		
Shanghai Docks	123 1/2	123 1/2	Apr.	(T. 7.50 for yr. ending 30-4-29) Return Tax 25	July 27, 29 Oct. 25, 29		
Cotton Mills.							
Ewo Cottons	16.60	16 1/2	Dec.	Interim T. 0.40 s/a 1929	Aug. 23, 29		
S'hai Cotton (old)	85	85	Apr.	(T. 5.50 old) for half year (T. 1.25 new) 31-10-29	Nov. 26, 29		
(new)	54	54	Oct.	(T. 5.50 old) for half year (T. 1.25 new) 31-10-29			
Zong Sing	10	10	June	T. 0.60 for year 30-5-29	Oct. 11, 29		
Lands, Hotels & Buildings.							
H. K. & S. Hotel	12.70	12.70	Dec.	Last dividend for 1924			
H. K. Lands	66	66	Dec.	Final 24 s/a 1929	Pending		
Shanghai Lands	193	193	Dec.	Final 24 s/a 1929	July 31, 29		
Humphreys	14.20	14.20	Dec.	61 for 1929	Feb. 6, 29		
H. K. Realities	8.85	8 1/2	Dec.	Interim 30 cents s/a 1929	Aug. 12, 29		
Chinese Estates	98	98	Feb.	61 for year 29-2-29	June 5, 29		
Public Utilities.							
H. K. Tramways	19.80	19 1/2	Dec.	Interim 20 cents s/a 1929	Aug. 27, 29		
Peak Trams (old)	112	112	Apr.	(61 on old) for year (50 cents new) 30-4-29	June 7, 29		
(new)	5.05	5.05	Apr.	(61 on old) for year (50 cents new) 30-4-29			
Siar Ferries	78	78	Dec.	61 for 1929	Pending		
China Light	28 1/2	28	Sept.	(Final 24 s/a 1929) (12c. ex. 24c. on preferred for 1924 and 1925) Free 7/10c 1/2Tax	Dec. 23, 29		
H. K. Electric	72 1/2	72 1/2	Dec.	(12c. ex. 24c. on preferred for 1924 and 1925) Free 7/10c 1/2Tax	Mar. 22, 29		
Macao	28	28	Dec.	61 for 1929			
Sandakan Lights	3	3	June	None			
H. K. Telephones	9.05	9.05	Dec.	Interim 10 cents s/a 1929	Sep. 18, 29		
China Buses	16 1/2	16 1/2	Dec.	T. 0.60 for 1929	Feb. 21, 29		
S'pore Traction (Ord.)	10 1/2	10 1/2	Dec.	11 on preference	Feb. 6, 29		
(Pref.)	19/5	19/5	Dec.	11 on preference			
Industrial.							
China Sugars	1	1	Dec.	In Liquidation			
Malaban Sugars	27	27	Dec.	Pw. 1 for 1929	April 11, 29		
Cald's Macg. Ord.	11	11	Dec.	Incorporated in May 1929			
(Pref.)	11	11	Dec.	Incorporated in May 1929			
Canton Ice	20	20	July	None			
Cementa (comb.)	15.60	15.65	Dec.	Last dividend for 1925			
(old)	11 1/2	11 1/2	Dec.	Last dividend for 1925			
(new)	4	4	Dec.	Last dividend for 1925			
H. K. Ropes	7 1/2	7 1/2	Dec.	Last dividend for 1924			
United Asbestos	5	5	Dec.	Last dividend for 1924			
Stores, &c.							
Dairy Farms	22.90	22.90	Dec.	61.80 for 1929	Pending		
Watsons	11 1/2	11 1/2	Oct.	90 cents for year 31-10-29	Mar. 23, 29		
Der A Wieg	80 c.	80 c.	Dec.	90 cents for year 31-10-29			
Lane Crawford	3	3	Feb.	Last dividend for year 28-2-28			
Mackintosh	18	18	Feb.	61 for year 28-2-28	April 11, 29		
Sinacres	12	12	Feb.	25 cents for year 28-2-28	June 10, 29		
Wm. Powells	2 1/2	2 1/2	Feb.	25 cents for year 28-2-28	June 10, 29		
Miscellaneous.							
H.K. Amusement Prof.	98	98	Mar.	(82.50 on Preferred) for year (\$1.50 on Deferred) 21-3-29	July 5 29		
Deferred	98	98	Mar.	(82.50 on Preferred) for year (\$1.50 on Deferred) 21-3-29			
H. K. Constructions	1.80	1.80	Dec.	None			
B. Ind. G. Bonds	50%	50%	Dec.	None			
H. K. Govt. Loans	54%	54%	Dec.	Interest half yearly			

Sport Columns

HOME FOOTBALL

Wednesday's Win Over Grimsby in League

SCOTTISH CUP REPLAY

In the First Division of the English League, Grimsby met Sheffield Wednesday on their own ground, the result being:

	W	D	L	F	A	Pts
Wednesday	26	16	6	4	68	30
Grimsby	26	14	4	8	51	27
Derby	26	14	4	8	51	27
Leeds	26	14	4	8	51	27
Blackburn	26	14	4	8	51	27
Huddersfield	26	14	4	8	51	27
Liverpool	26	14	4	8	51	27
Aston Villa	26	14	4	8	51	27
Leicester	26	14	4	8	51	27
Middlesbrough	26	14	4	8	51	27
Bolton	26	14	4	8	51	27
Sheffield U.	26	14	4	8	51	27
Burnley	26	14	4	8	51	27
Manchester U.	26	14	4	8	51	27
Portsmouth	26	14	4	8	51	27
Birmingham	26	14	4	8	51	27
Arsenal	26	14	4	8	51	27
West Ham	26	14	4	8	51	27
Sunderland	26	14	4	8	51	27
Everton	26	14	4	8	51	27
Grimsby	26	14	4	8	51	27
Newcastle	26	14	4	8	51	27

After drawing at Forfar on Saturday St. Mirren met Forfar Athletic again to-day in Paisley, the result being:

	W	D	L	F	A	Pts
St. Mirren	26	14	4	8	51	27
Forfar Athletic	26	14	4	8	51	27

Through a curious misprint in publishing the revised draw in the second draw Falkirk were given as meeting Cowdenbeath and Rangers meeting Queen of the South. Falkirk met Queen of the South and drew (1-1), whilst Rangers met Cowdenbeath and also drew (2-2).

The survivors of the second round are thus:

Partick Thistle.
Motherwell.
Airdrieonians.
Albion Rovers.
King's Park.
St. Mirren.
Hamilton Academicals.
Leith Athletic.
Colt.
St. Bernard's or Hearts.
Montrose.
Aberdeen.
Dundee.
Hibernians.
Falkirk or Queen of the South.
Rangers or Cowdenbeath.

FAMOUS PLAYERS

The Game of the Future

[By Fred Tunstall, Sheffield United and Britain]

The history of football shows that the game has developed by a series of changes—it has evolved to its present style. First there was the stage of just kicking the ball and hoping for the best, those were the days when the duty of forwards was to get the ball through the goal and it did not matter much how it was done—the centre forward was expected to see that the goalkeeper did not interfere!

Then came dribbling and eventually passing. Afterwards came the speed craze in conjunction with all that had gone before. The game has evolved. Old men who remember the game in its infancy tell us that it is difficult to reconcile the state of affairs then and now and still call it football. Be that as it may, football, like everything else, must change and to-day, I think, we are on the verge of another change that may make the game of the future hardly recognisable to us who now play it.

The "W" formation, about which so much is written and talked, is the first step. I am not going to discuss in full this formation, it is well known to you. But it is my contention that the "W" formation is merely an experiment out of which will grow a radical change in the formation of a football team.

The "W" formation To-day there are two forms of "W" formation. Firstly there is the style that insists upon both inside forwards playing well back and

stopping there. It is the duty of the inside forwards to push the ball out to the wings or up to the centre. In theory, because the centre half is now so far back that he cannot attack, this is sound, but from where are goals to come? Goals win football matches, not theories; and I am afraid that three forwards in attack are insufficient to bring a winning number of goals, especially as there is so much more concentration upon defence.

The second method is not quite so drastic with the inside forwards. It is necessary to-day, just as it has always been, for one of the inside forwards to go back, but not both. When the inside left has the ball then the inside right should be ready to advance and vice versa. So if the ball goes out to the wing, there will be at least three men prepared for the centre when it comes over. That does enable some strength to be placed in attack.

Centre Half's New Role With the new offside rule in force it is necessary to watch defensive play very carefully. There can be no two opinions about that. The centre half has been drawn back until he has almost become a third back. Not so long ago it was admitted that most of the successful attacks emanated from the centre-half. How many do so to-day? Not one per cent. That is indeed a great change.

So great a change is it that attack has suffered and it has even been suggested that another player should be introduced into a football team, making the number twelve to supply the deficiency. Maybe this will come some day, but do not ask me to say how it will affect the game. The points that I can visualise do not appeal to me and I prefer to leave any problems that might arise to those who have to solve them.

I am only interested in a team of eleven having to think out new methods to combat a change in law. Somewhere we have to make up a deficiency in attack. We have got to find a substitute for the centre-half in an attacking sense. Whoever takes over this role must act as an intermediary between attack and defence, just as the centre-half used to do.

The whole thing seems to boil down to this: if it is necessary to take away the centre-half from attack, then it is necessary to draw back an attacker to take over the centre's old work.

Four Forwards How long will it be before some club makes the experiment of being satisfied with four forwards, three halves, a spare half—who will work between the backs and halves—two backs and a goalkeeper? It will come I feel certain. Maybe the formation will not be quite the same. Perhaps, instead of a spare half, we shall have a spare forward, playing between the half backs and the forwards. The result will be the same.

There is no reason why a club should not try this. Eleven men make up a football team and they can play as they please. You will notice that I do not say four half-backs. I am allowing for the fact that defence must have extra help by making a spare forward, who could, if necessary, go back to the half-back line, but who would supply the attack with the material, as the old centre half-back did.

It may seem to be the milder form of the "W" formation that I am advocating, but that is not so. This spare man would not be on any particular wing. Everybody would know exactly what he was supposed to be doing. There would be balance in the team where to-day there is often uncertainty.

The main thing to decide is whether four men definitely in attack would be sufficient. How many teams have five to-day? Very few; that is the answer to the doubt. We have to be satisfied with four and very often three and there is nothing definite in to-day's plans.

The offside change caused a re-

GOLF

Tyson Cup at Tungshan

[From Our Own Correspondent.] Canton, Yesterday.

The Tyson Cup, presented by Mr. F. Tyson, of the Standard Oil Co., which was played for during the Chinese New Year holidays was won by W. G. Greene. This is for medal play over 36 holes, and Greene (18) won with a score of 139 net.

Other scores were:—
C. E. Sandstrom (12) ... 141
F. E. W. Lammert (9) ... 143
R. K. Batchelor (11) ... 144
B. B. Anthony (12) ... 144
A number of cards were not returned.

ENGLAND BEAT AMERICA

In the triangular golf tournament at Tungshan on Sunday England defeated America by 7 points to 5. It will be remembered that Scotland defeated America some



Walter Hagen, British open champion, watching young Craig Wood's technique just before the start of fifty-four-hole open tournament on the Avalon Links, which are said to be the most beautiful in the world. The purse of \$7,500 attracted some of the best players in the country.

weeks ago by 9 to 3. England will meet Scotland next month. The results of the singles on Sunday morning were as follows:—

England		Points.
R. K. Batchelor	.....	½
A. E. Quinn	.....	1
F. E. W. Lammert	.....	1
G. C. Kitching	.....	1
F. Mayes	.....	1
M. A. Annett	.....	½
Total	.....	5
America		Points.
W. Duggan	.....	½
C. E. Sandstrom	.....	0
B. B. Anthony	.....	0
W. Gilman	.....	0
P. T. Carey	.....	0
G. Burdick	.....	½
Total	.....	1

With a lead of 5 points to 1 after the morning's play it looked like a fairly big win for the English team. However, there was a surprise in the 4-ball matches in the afternoon when America won two out of the three, taking 4 points to England's 2. The results of the 4-ball matches were:—

England		Points.
Batchelor and Kitching	0	
Quinn and Mayes	0	
Lammert and Annett	2	
<hr/>		
Total	2	
America		Points.
Duggan and Gilman	2	
Sandstrom and Burdick	2	
Anthony and Carey	0	
<hr/>		
Total	4	

vision in method, tactics and style and we have not yet solved the many problems that have arisen from that change. I do not say that my idea will come about, but it occurs to me that a twist in football evolution is due on account of this change and it might be team formation and, if that happens, it may be as I suggest.

MOTOR TRIAL

Tie for the Premier Awards

LIST OF POINTS LOST

The work of totalling the points lost by competitors in last Friday's motor-cycle reliability trial, was finished last night. Rogers and Clarke tie for first award in the open section, also for the cup confined to members of the volunteers' Motor Cycle Section. The team prize goes to William, Rogers, and Clarke and the cup presented by Mr. A. Gascon to E. Marriott. The latter cup was confined to Harley Davidson machines. A complete list of machines that finished with points lost, is given below, competitor's number in brackets.

- (17) E. S. Rogers (A.J.S.) 6 points.
(24) S. J. Clarke (P. & M.) 6 points.
(3) F. S. W. Smith (Triumph) 8 points.
(18) D. Davies (B.S.A.) 11 points.
(1) H. G. Williams (Humber) 18 points.

Gascon	29
Marriott	27
Poole	51
Total	107
Olsen	89
Miller	20
Grooms	56
Total	144

The following riders failed to complete the course:

- (6) C. Borandi (Ariel), (7) C. L. Gregory (Monet Goyon), (9) L. A. Jeeves (Triumph), (12) W. G. Robinson (A.J.S.), (14) O. A. Carvalho (Raleigh), (20) H. Kew (Rudge Whitworth), (21) H. Kew (Rudge Whitworth), (23) G. R. Payne (Douglas), (29) E. L. Pinquet (Harley), (38) W. K. Chan (B.S.A.), (40) T. S. Whitley (A.J.S.), (42) R. C. Wilchell (Norton), (48) H. Bragg (Indian), (48) R. R. Winsor (Norton), (49) Foo Eng Keng (A.J.S.), (50) H. S. Chippingdale (Zenith).

As in the previous trial the premier award was won by an A. J. S. machine. Secret checks accounted for the majority of lost marks, while breakdowns lost two competitors irretrievable points.

It has been suggested that the cups be presented at a dinner, to be held at Lane, Crawford's restaurant. Competitors and observers willing to attend are requested to notify the Hon. Secretary as soon as possible.

AN APPRECIATION

(To the Editor of the "China Mail.")

Sir,—Might I ask the courtesy of your column to express thanks, on behalf of the Committee responsible for the recent motor cycle trial, for the very valuable assistance received from many quarters? The success of the trial was undoubtedly largely due to the co-operation received from the local oil companies and to those members of the general public who carried out the arduous work of observers.

The Committee desires to place on record its thanks to the Texas Company for the generous gift of a silver cup to be competed for by members of the Motor Cycle Section, to the Asiatic Petroleum Company for a donation of \$100 to the funds, and to the Vacuum Oil Company for a donation of \$25. Thanks are again due to those firms for their co-operation in offering free oil and petrol to competitors, and especially to the Texas Company for providing a lorry which did extremely useful work.

The Committee also desires to record its keen appreciation of the excellent services rendered by observers, who worked the checks during both the night and morning, and without whose assistance the trial could not have been brought to a successful conclusion. Thanks are also to the Press, which was largely instrumental in making the event widely known.

If there are organisations or individuals who assisted in the trial and who are not mentioned specifically here, I trust that they will accept the Committee's warmest thanks for their services.

Yours, etc.,
H. G. SWINBURNE,
Hon. Secretary.

Hong Kong, Feb. 6.

BILLIARDS

H. W. Stevenson in the Colony

An interesting billiards match in which H. W. Stevenson, the well-known professional player was beaten by a Chinese cueist, was seen at the South China Athletic Association last evening. It was an exhibition game, and Mr. Stevenson's opponent was Mr. S. C. Kwok, champion of the S.C.A.A.

By mutual arrangement, the game was to last an hour and a half, at the end of which time the scores were: Mr. Kwok 461; Mr. Stevenson 392.

Mr. Kwok was in very fine form and could do nothing wrong; whilst Mr. Stevenson was clearly of colour, but this is not mentioned with the view of detracting from the credit due to Mr. Kwok, who was heartily congratulated by Mr. Stevenson on his fine performance.

Later Mr. Stevenson played a game of snooker against Mr. Lau Po-ye. He gave away 14 points and won by 72 to 42.

	points lost
Williams	18
Rogers	6
Clarke	6
Total	30
	Other teams completing the course were:—
Purvis	34
Smith	8
Barnes	20
Total	62

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HOCKEY

Sim Shield Match To-day

The following will represent the Hong Kong Hockey Club in their Sim Shield match with the Navy on the U.S.R.C. ground at 4.30 p.m. to-day:—

C. L. Gregory, W. Woodward, O. E. C. Marton, J. Rodger, A. A. Dand (captain), J. E. Noronha, H. Owen Hughes, G. E. R. Divett, C. C. Francis, E. J. R. Mitchell and D. M. McDougal.

A CHINESE PUZZLE FOR CALIFORNIA

EXTRAORDINARY VARIANCE IN IMMIGRATION FIGURES

LOW DEATH RATE

The death rate in China is so low that American immigration authorities have started an investigation. Out of 2,745 children left in China by Chinese parents who emigrated

to America, only 20 have died. The rest, it appears, are due to be brought to America in the course of time. These figures conflict with immigration officials' statements that out of 3,929 births among Cantonese, 2,745 deaths have been recorded, an average of 55 per cent. Federal Judge Curtis D. Wilbur has ruled that the word of Chinese witnesses must be accepted on the identity of Chinese children brought to San Francisco, but an appeal will probably be taken to the Supreme Court, according to Mr. J. D. Nagle, the San Francisco Commissioner of Immigration. Incidentally, there is a wide discrimination in sexes between immigration figures and those submitted by Chinese parents.—United Press.

Although careful precautions against floods are still being maintained in the London area, the river has begun to fall, and a steady improvement in the situation is expected.

One of the largest film-renting firms in Britain has been fined £25, with 50 guineas costs, for failing to comply with the Quota Act.

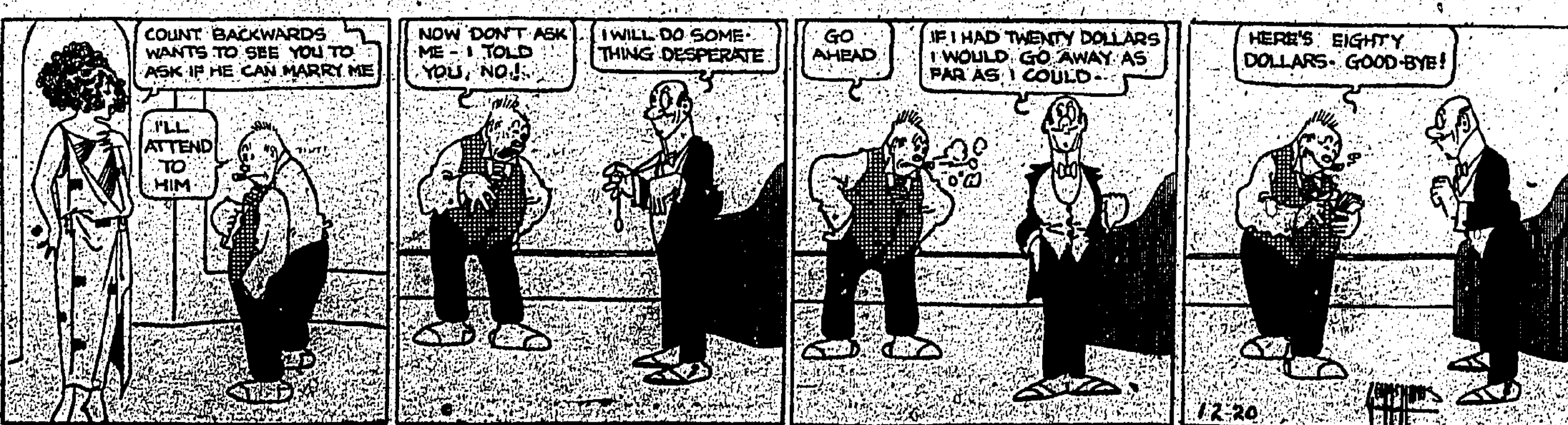
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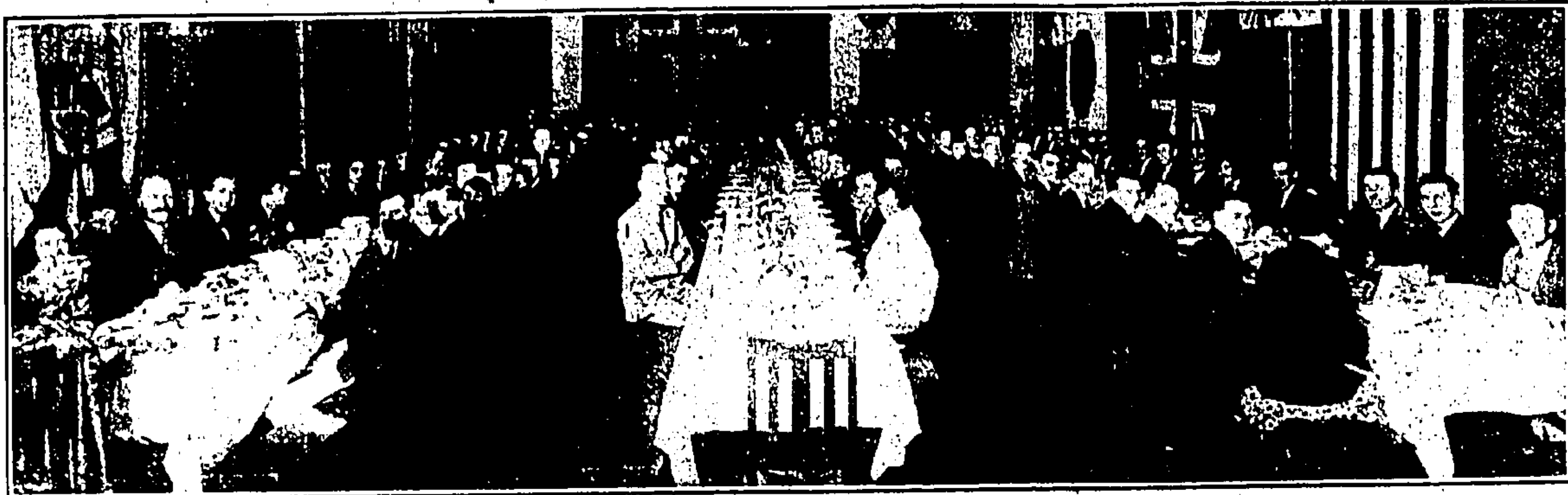
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World News In Pictures

Missions to Seamen Dinner



The annual dinner of the Missions to Seamen was held at the Shanghai Volunteer Corps Club, where over 100 men from the Mercantile Marine were present to enjoy the repast. The Rev. V. G. Sutcliffe, on behalf of Dean Trivett (Chairman of the Mission, who was unable to attend), presided. The Band from H.M.S. Suffolk was in attendance and played during dancing after dinner.—(Photo by Ah Fong).

Played Own Requiem



At her lips a saxophone, playing the latest jazz song. At her shoulder, death, self-sought and waiting. Thus, for five hours Nedra Short, of Los Angeles, played while the agony of a slow death by poison tore at her. She played her own requiem while happy couples whirled about.

Helen Wills Gets Marriage Licence



Helen Wills, tennis player, with her fiancé, Frederick Moody, jun., as they appeared to apply for a wedding permit.

Standard Oil Heir



Nelson Rockefeller, youngest son of J. D. Rockefeller, jun., whose engagement to Mary Toddhunter Clark has been announced by Miss Clark's parents, Mr. and Mrs. Percy H. Clark of Philadelphia. The marriage will be celebrated in June after Nelson finishes his course at Dartmouth College.

Film Star Sued



Miss Vivienne Sengler, former Bergeley society girl and University of California student, in a suit against Maurice Costello, film star, claims that the veteran screen star promised to marry her in Stockton, California, on September 10 last. She asks \$100,000 heart balm. (Inset)—Maurice Costello.

Hostess for S. African Legation



Mrs. Eric Louw, wife of Hon. Eric Louw, the first Minister Plenipotentiary of the Government of the Union of South Africa accredited to the United States, as she was snapped in front of her residence at the South African Legation in Washington.

Woman's Invasion



Mrs. Frank C. Henderson, prominent New York society woman, leads the way for women in the art of pipe-smoking. Although the art of pipe-smoking for women is nothing new, as many considered it quite the fashion some years ago, the modern female has not gone in for it very much.

United Services Entertained



The British monthly concert for Sailors and Soldiers of all nationalities in Shanghai was given to a packed house at the Ferry Road recreation centre. In a speech, Mrs. R. T. Byrne, M.B.E., Chairman of the British Forces Recreation Centres, thanked those who had taken part. The outstanding feature was the fine music of the Regimental Band of the 4th Regiment, U.S. Marine Corps, under the able conductorship of 1st Sgt. A. Olaguez (seated in centre front row). The talented revues of the Fortunes of the F.P.W.A. Association, under the able direction of Miss A. Benna, and the delightful singing of those two favourites—Mrs. W. J. Leachman and Mrs. D. J. Dotts—were much enjoyed. Seated in centre front row to the right of Sgt. Olaguez is Mrs. M. Leachman, Chairman of the F.P.W.A., and on his left is Mrs. R. T. Byrne, M.B.E., Chairwoman of the F.P.W.A. (Photo by Ah Fong).

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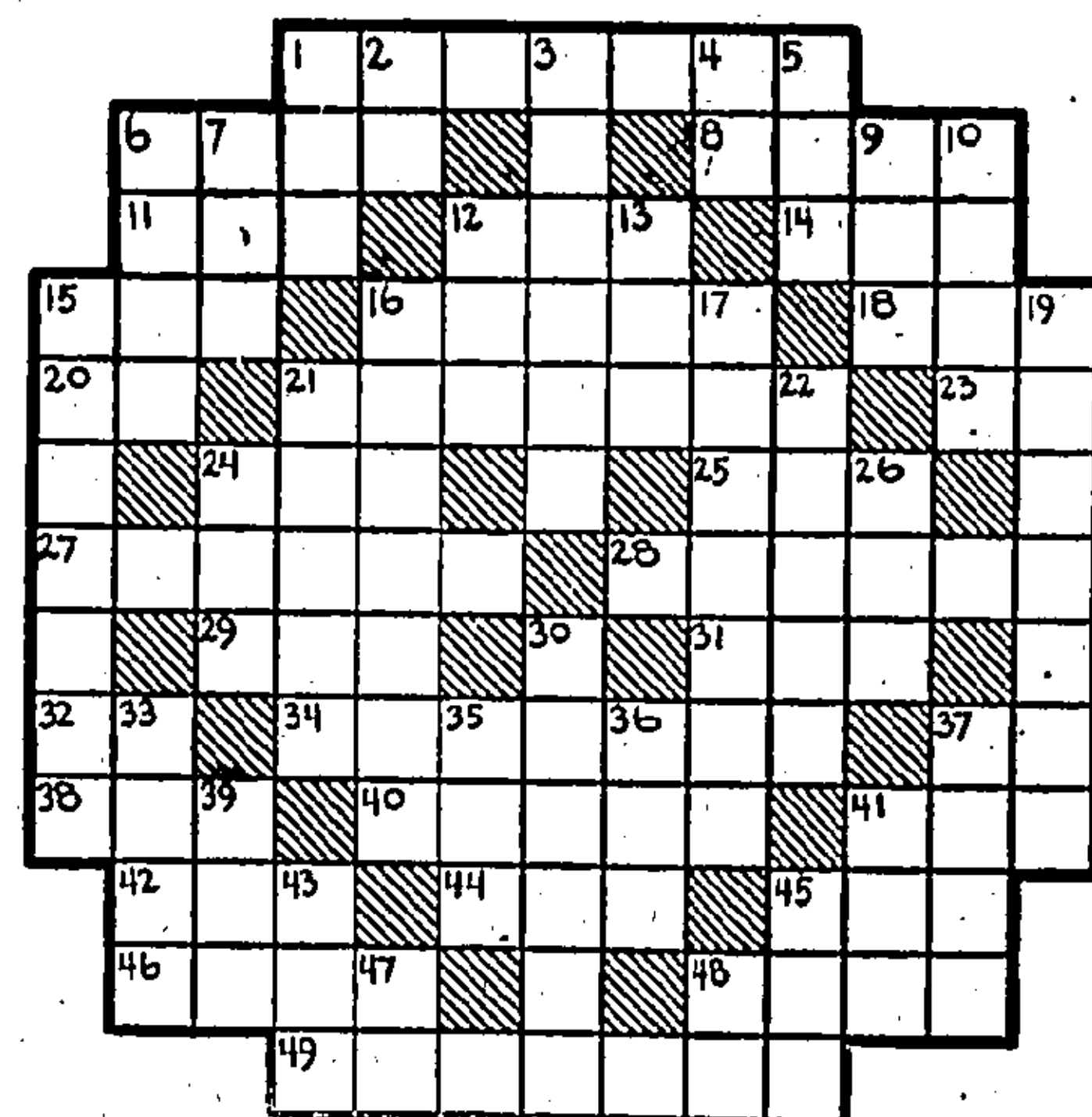


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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



- HORIZONTAL**
- The skull of an animal
 - Worry
 - A fleshy fruit of the gourd family
 - Goddess of the sea (Norse Myth.)
 - Stage of life
 - A beverage
 - A kind of fly
 - The quantity which expresses the potential energy of a system
 - Goddess of malicious mischief (Gr. Myth.)
 - King of Bashan (Bib.)
 - Combining form, Artery
 - Exclamation of surprise
 - A large monkey
 - A relative (abbr.)
 - A large rock-boring tool
 - Adequate
- HORIZONTAL (Cont.)**
- Fellow of American Academy (abbr.)
 - Egyptian sun god
 - Jungle animal
 - Exile
 - An epoch
 - Place where milk is kept
 - Insect
 - Mischivous child
 - Royal Naval Reserve (abbr.)
 - A diving bird
 - One who dyes
 - Vessey
 - Provoked
- VERTICAL**
- A large fire in the open air
 - Built
 - A collection of books
 - Serious
 - A month
 - A mountain nymph (Class. Myth.)
 - American Expeditionary Forces (abbr.)
 - Goddess of Agriculture (Rom. Myth.)
 - A small keyboard musical instrument
 - Propeller
 - Arrive (abbr.)
 - Stained with writing fluid
 - A feminine name
 - Country of Europe (abbr.)
 - Enclosure
 - Army Ordinance
 - Department (abbr.)
 - Musical note
 - Protestant Episcopal (abbr.)
- VERTICAL (Cont.)**
- 100 years (abbr.)
 - Right (abbr.)
 - A lump of gold
 - Above
 - Amphibious web-footed animal
 - Vegetable
 - Profane swearing
 - Skill
 - Organ of hearing

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

YESTERDAY'S SOLUTION



HONG KONG HEIGHTS

For the information of visitors the following list of some of the highest points on the Island and Mainland is published:—

Island	Feet
Victoria Peak	1822
Signal Station	1774
Mt. Parker	1734
Mountain Lodge	1725
The Pyrie	1725
Peak Hotel	1508
Talkoo Sanatorium	1000
Mt. Davis	871
Bowen Road (Starbuck)	297
Mainland	Feet
Taiwan Peak	5124
Kowloon Peak	1971

A RENEWED SEARCH FOR INCAS' GOLD

DISCOVERY REVIVES ANCIENT QUEST

FABULOUS TREASURE

Just as New York, with memories of Blackbeard and Captain Kidd, now and again revives the vision of a possible unearthing of pirate hoards in the neighbourhood, so Peru still dreams of some day retrieving a successfully secreted Inca treasure. The recent discovery by prospectors near the Pass of Anjuyu, in Ecuador, of a cave containing an Inca idol and a number of skeletons has led to the hope that the long lost treasure lies near by. The hope is bolstered by circumstantial evidence of the existence of such a treasure trove. Years ago a poor Spaniard named Valverde suddenly appeared, possessed of such vast wealth that no one could imagine anything except that he had found a hidden treasure. Tradition had long held that somewhere in the fastnesses of the mountains was a cave full of rich jewels and precious metals which the Incas had stored away. Rumour had it that Valverde had come upon it. He admitted it, and his dying bequest to the King of Spain was the secret of the cave's location.

Generations of adventurers since then have applied themselves to the quest, goaded on by the glamour of buried wealth. But at the mountain called Magsasita the trail was always lost. That far the features of the landscape coincided unmistakably with Valverde's description, according to the British botanist, Richard Spruce, who undertook the quest in 1857; but further than that all were at a loss what course to pursue.

Wealth Undreamed of

The Inca wealth at the time of the arrival in Peru of Francis Pizarro and his men was almost incredible to Europeans. Here at last the dream of riches unbounded, which had lured Spain into the unknown on the path of discovery, appeared fully realized. No sooner had the white man landed than natives of the coast began to relate to them accounts of the powerful monarch who ruled the land and of his resplendent capital in a valley of the mountains—the city of the Sun, blazing with gold and silver.

The Inca governed his people with a despotic hand. All that they were and did was according to law and order. They knew no poverty, no want, but for this security was exacted unending industry. In labour they paid their taxes; and enormous were the public works that resulted—astounding the riches amassed for palace and temple.

The eyes of Pizarro's men glistened when they beheld the envoys of Atahualpa, the Inca, approach, quaffing their native chicha from golden goblets. When finally the Spaniards reached Atahualpa's luxurious camp at Caxamalca, they were themselves served from enormous golden vessels. The Inca received the strangers with friendliness, and lodged them in the deserted town near by, assuring them that he would visit them on the following day.

Moving toward the town with all his army in battle array, the Inca halted on the plain, sending word that with an unarmed retinue he would enter the town to pass the night as the Spaniard's guests. He came borne on a throne of massive gold, shaded by a palanquin lined with the plumes of tropical birds and studded with plates of silver and gold. Around his neck was a collar of brilliant emeralds and in his short hair were ornaments of gold. It was the visit of one sovereign to the representative of another.

A Treacherous Capture

But the Spaniards, meantime, had laid a plot. They would capture the Child of the Sun there amid his armies and so gain the key to the conquest of Peru. This scheme they boldly accomplished by a massacre of Atahualpa's defenceless attendants. Then they pursued his terror-stricken armies beyond his encampment and brought back with them vessels and table plate of great size and weight and many fine ornaments. But this was nothing to what the conquerors were presently to see. Atahualpa, perceiving their greed for gold, schemed to turn it to the purchase of his freedom. Prescott, in his monumental history of the conquest of Peru, has set forth the story in detail.

The captive Inca one day proposed to Pizarro that he would cover the floor of the apartment in which they stood with gold in return for his release from captivity. The Spaniards gazed at him incredulously, whereupon he insisted that he would fill the room as high as he could reach. At first they took his offer for no more than insane boasting. Then Pizarro, concluding there must be some foundation for the dazzling accounts he had heard, and suspecting that this would be a safe method of collecting all the wealth at the Inca's disposal safely and without risk of its being

purloined or secreted by the natives, agreed to accede to Atahualpa's proposal.

On the wall of the chamber, which measured seventeen feet by twenty-two, a red line was drawn nine feet from the floor, to indicate how high the treasure pile should reach; and a notary was called to record the contract. The ransom was to be assembled in two months, the captive monarch promised; and for good measure a smaller adjoining room was to be twice filled with silver. Couriers were sent to Cuzco, the capital, and other cities of the empire with orders from the idolized monarch and with instructions that neither temple nor public building was to be spared to make good his part of the agreement.

Vast Display of Wealth

In time Indian porters began to appear at the gates of Caxamalca laden with burdens of enormous value. Some of the articles weighed as much as 25 lb. On some day the treasure registered and placed under guard was worth many thousands of dollars. When the Spaniards complained that the Indian porters did not work fast enough, the Inca permitted some of his captors to go to his capital to take what they liked; and from Cuzco they brought 200 loads of gold. Seven hundred plates of gold, "the size of a chest lid," and from ten to twelve inches wide, were stripped from the walls of the Temple of the Sun, but the cornice of pure gold was too firmly imbedded in the masonry to be removed.

As the gold poured in the Spaniards, each eager for his share, could not wait for the room to be filled; and so Pizarro had a document drawn up publicly and proclaimed acquitting Atahualpa of completing the store. Then he applied himself to the division of the treasure. There were goblets, ewers, salvers, vases, ornaments and utensils, tiles and plates of solid gold; figures of animals and forms of plants. Especially admired was an ear of golden corn in a sheath of silver husks with a tassel of spun silver, and with a fountain having a jet of gold and golden animals and birds playing at its base. The most beautiful of the pieces were reserved intact as part of the royal fifth; the rest was melted down by Indian goldsmiths and parcelled out to the soldiers and their leaders.

Execution Demanded

No one in all history ever paid such a ransom. Its value amounted to more than £3,000,000, but little did it avail the ill-fated Inca. The Spaniards dared not set at liberty the person possessed of the force and influence to unite the Peruvians for resistance; neither did they dare to run the risk of transporting him with them as a prisoner. His execution was demanded. A mock trial was held; a long list of absurd charges was brought; and the prisoner, found guilty, was sentenced to be burned at the stake on the same day. Upon his acceptance of the Christian faith his sentence was modified to death by strangulation. August 29, 1533, saw the end of the last of the Incas.

The conquerors continued their quest for riches, seizing and looting Cuzco. But after the death of the Inca, fabulous treasures destined for the ransom were concealed in caves and other secret places. One of these found by Pizarro's men yielded many treasures, including a dozen life-size figures in precious metals. And now the discovery of an Inca idol and some skeletons has started anew the quest four centuries old.

STANDARD TIMES

Sunrise And Sunset In Colony

Sunrise and Sunset in Hong Kong for February (Standard time of the 120th Meridian, East of Greenwich), are as follow:—

February	Sunrise	Sunset
5	7.01	6.14
6	7.01	6.14
7	7.00	6.15
8	6.59	6.16
9	6.59	6.16
10	6.58	6.17
11	6.58	6.18
12	6.57	6.19
13	6.57	6.19
14	6.56	6.20
15	6.56	6.20
16	6.55	6.21
17	6.55	6.21
18	6.54	6.22
19	6.53	6.22
20	6.52	6.23
21	6.51	6.23
22	6.50	6.23
23	6.50	6.24
24	6.49	6.24
25	6.48	6.25
26	6.48	6.25
27	6.47	6.26
28	6.46	6.26

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DECREASE IN RESERVOIRS ON ISLAND

CONSUMPTION GREATER

The total storage in the island reservoirs on Monday, February 3, amounted to 1,097.85 million gallons, showing a decrease of 47.80 million gallons during the past week. The amount collected from streams was 2.95 million gallons. The week's consumption amounted to 50.75 million gallons.

Kowloon Water Supply

The total storage in the mainland reservoirs on Monday, February 3, amounted to 430.14 million gallons, showing a decrease of 2.69 million gallons during the past week.

The week's consumption amounted to 23.74 million gallons, not including 1.39 million gallons supplied to Water Boats at Lai Chi Kok. The yield from the Shing Mun River and streams during the week was 22.44 million gallons.

Storage

The following shows the amount in storage (million gallons) on the dates named:—

1929	Hong Kong	Mainland
April 22	329.38	138.81
May 6	311.72	121.05
June 3	237.90	87.96
June 17	192.75	80.51
July 8	167.79	105.52
August 5	125.88	438.58
September 2	187.13	467.90
October 7	1,880.13	514.98
November 4	1,699.88	514.64
December 2	1,514.80	498.54

1930		
January 6	1,279.77	458.50
" 13	1,235.50	450.51
" 20	1,188.37	438.87
" 27	1,145.55	432.83
February 3	1,097.85	430.14

† Lowest for 1929 in Kowloon.
‡ Lowest for 1929 in Island.

The following figures show the weekly consumption (million gallons) on the dates mentioned:—

1929	Hong Kong	Mainland
April 22	37.56	30.76
May 6	33.03	27.17
June 3	27.48	24.86
July 8	27.14	11.08
August 5	27.21	20.71
September 2	25.52	23.25
October 7	31.85	25.17
November 4	50.86	27.32
December 2	58.41	28.67
1930		
January 6	46.31	25.33
" 13	45.60	24.17
" 20	47.50	25.47
" 27	47.10	25.21
February 3	50.75	23.74

† Highest in Kowloon during period of publication of weekly reports.

‡ Lowest in Kowloon recorded in 1929.

§ Lowest in Island in 1929.

¶ Highest in Island in 1929.

Documents prepared by American naval officers for use at the Disarmament Conference reveal that the United States Navy, in almost all important details, is above the Washington Treaty scale, and outclasses the British Navy in every respect except small cruisers.

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